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MARCH 7, 1925

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KWANGTUNG WAR.

NEWS OF GENERAL CHAN.

The local vernacular papers state this morning that Swatow surrendered the day before yesterday to Dr. Sun's forces. The fall of the city was precipitated by the fact that General Chan Chin, the Commander-in-Chief of general Chan King-ming's forces, left presumably for the front, together with 300 officers and picked men and they were all "lost"—it is strongly suspected that they deserted and joined the enemy's forces. Two of Chan King-ming's generals, Huang Chu-lung and Wong Fook-chi, have fled from the front and escaped from Swatow in disguise and are at present staying in Kowloon City. They will not receive any callers, Chinese or foreign.

General Chan was last reported as staying at Chung Chan, which is situated well to the north of Swatow. His only hope for any success in the Eastern battlefield is now the expectation that Gen. Lam Foo, who has done very good work for him in the North River district, will come down east with reinforcements. His hopes on the Western front are principally from Tang Chi-yao's Yunnanese troops, who were reported as only being 200 li away from Wuchow yesterday.

"DRAGON" FISH.

STRANGE YAUMATI STORY.

According to the vernacular papers, which make much of "scoops" and sometimes embellish them, a strange fish has just been discovered by an inhabitant of Portland Street, Yaumati.

This is nothing less than the "dragon" fish, which derives its name from its elongated form and from the quality popularly attributed to it of sprouting legs along the line of its long body after life is extinct. The "sprouting" process is brought about by giving the fish a tap on its head, and those of the superstitious Chinese who believe in this think they have in the strange fish one of the direct descendants of the dragon. Altogether a very fishy story, but the concluding paragraph in the report states that the man who brought it home to his house at No. 34 Portland Street has sent the fish to the Government Bacteriologist for examination.

TROOPING SEASON.

DEPARTURES BY THE "DERBYSHIRE."

Amongst those who embarked on H. T. Derbyshire and are struck off the strength of the Command were:—

FOR UNITED KINGDOM.
Royal Artillery.—Lieut. G. R. Jilling.

R.C. of S.—Captain J. L. Collings.

1st Loyal Regt.—Major C. W. Sanders, O.B.E., and wife, Lieut. J. G. Sandie, M.C.

R.A.O.C.—Major F. H. Phillips and wife, Captain T. R. Davis, wife and daughter.

R.A.Ch.U.—Very Rev. C. W. Smith, O.B.E., D.S.O., C.F.

R.A.P.C.—Major R. W. P. Sanders, O.B.E., and wife.

FOR INDIA.

H.K.S., R.A.—Captain G. D. Meredith, M.C.

24th Bombay Grenadiers (K.E.O.)—Major T. T. Oakes, Major C. F. P. Warton, O.B.E., Captain H. M. Newton-King, Captain B. S. Hey, Captain G. A. Crawford, Captain E. A. Hayes-Newton, wife and child, Captain W. D. Bacon and wife, 2nd Lieut. G. P. D. Cortlandt-Anderson, 2nd Lieut. G. O. de V. Moss.

I.M.S.—Major E. A. Penny and wife, Captain R. B. Kharo.

Captain F. K. Tomlinson, E.A.M.C. embarked on H.T. "Derbyshire" having been granted twelve months' sick leave on the recommendation of a Medical

KONGMOON STRIKE.

SHIPPING HELD UP.

(Our Own Correspondent).

Kongmoon, Mar. 6.
As the military authorities at Kongmoon have again levied a heavy tax on all the cargo junks and lighters in that district, all the boat people and lighter-men went out on strike four days ago, and, as a consequence, the arriving river boats are unable to load or discharge any cargo at all unless they enjoy the privilege of going alongside the Railroad Company's wharf.

The end of this serious strike is by no means in sight, and nearly all transportation is already practically at a standstill. It is even reported that if the military authorities in charge do not very soon agree to more reasonable terms, it is expected that the shore coolies and the majority of the railroad workers will walk out soon in sympathy with the junk and lighter-men.

A rumour is also in circulation that the military commanders were contemplating using force of arms in order to compel the boat people to their duty, but that at the last moment they did not have sufficient courage to take so rash a step.

FIGHTING FISH-MONGERS.

SEQUEL IN COURT.

Charged with conducting themselves in a disorderly manner, two fishmongers were fined by Mr. J. R. Wood, at the Central Magistracy this morning.

It was stated in evidence that the more aggressive of the two used the blunt end of a chopper on his opponent, but quickly discarded it and shammed unconsciousness to deceive the hukong who came up to investigate. A cart was requisitioned to take the man to the Police Station. It did not take long for the Inspector to see through the trick, and the wily one was brought before the Magistrate this morning along with the other fighter. He made another effort to blacken the case against the latter. Baring his chest, he showed where two long strips of plaster had been pasted over alleged injuries and made much of a bruise appearing in the centre. The efforts of the Inspector were without effect in inducing him to restrain his wild gesticulation.

His Worship found the aggrieved one the greater offender of the two, and fined him \$25. The other fishmonger was mulcted in a sum of \$10. Both were bound over to keep the peace for six months.

QUEEN'S THEATRE.

"MY LOVE IS SADLY SHINING."

"My Love is Sadly Shining," featuring Mady Christians, is the feature showing at the Queen's Theatre to-day. It is a story of a girl's love, during the French Revolution, for her tutor of humble birth and the objection offered by her brother, Lucien, the Duke of Gramont, who so angered the young tutor that he turned a revolutionist. Later it shows the revolutionists taking revenge on the nobilities by burning and pillaging, also take in captivity some of the nobilities amongst whom was Jeanne, the girl loved by the young tutor, now a revolutionary leader, and now known as St. Just, the Bloodhound. He sets Jeanne free when he hears of her being captured. St. Just also sets free her brother, Lucien, who was also a captive. Lucien asks his sister, Jeanne to go away with him, but as love for St. Just to her was greater than a brother's love, the result was that Jeanne and St. Just were once more alone in

COLONY'S FINANCES.

POSITION AT END OF NOVEMBER.

Financial statements in the Gazette show that the credit balance at the end of November was \$15,859,917, as compared with \$16,443,298 at the end of October. The liabilities included a sum of \$2,220,493 in respect of the Shipping Control Account. The revenue from January 1st to November 30th reached the sum of \$22,189,933, this comparing with \$22,455,088 for the same period of the previous year. The decrease was mainly due to a shrinkage in land sale proceeds, which dropped from \$3,81,924 to \$1,761,102.

The expenditure during the same period totalled \$22,301,510, as against \$18,317,659, for 1923. There were increases under most headings, the principal being over \$277,000 for the Harbour Department, over \$240,000 for the Police, over \$606,000 for the Railway, over \$100,000 for medical Departments, over \$200,000 for Military Expenditure and large increases in Public Works.

"AMMUNITION."

HOW HONGKONG DEFINES IT.

A notification in the Gazette draws attention to the definition of "Ammunition" in Section 2 of the Arms and Ammunition Ordinance, 1900, Ordinance No. 2 of 1900, which is as follows:— "Ammunition means any shell, cartridge, cartridge case, cartridge clip, bullet, shot, percussion cap, or priming cap, and also any article which may be declared by regulation made by the Governor. In Council to be ammunition;" also to the regulation made by the Governor in Council on the 27th day of November, 1911, whereby the following articles were declared to be ammunition within the meaning of the Ordinance, namely:—"Bombs and bomb cases, or any parts thereof, except such as can be used only for the purpose of extinguishing fires. Any fuses which can be used for the purpose of exploding shells, bombs, or hand grenades."

Unlicensed persons intending to import, deal with or have in their possession in the Colony the metal or other material of which any ammunition consists or has consisted must ensure that the character has first been changed by breaking up, melting down, or some other treatment, so that such metal or material has ceased to be ammunition.

MID AIR SMASH.

SAVED BY PARACHUTES.

San Antonio, Texas, Mar. 6. Said to be the first time on record, two airmen escaped unscathed in a mid-air collision. They were two army pilots, whose machines became interlocked four thousand feet up, and crashed ablaze. They safely descended in parachutes to earth.—*Reuter.*

U.S. AIR SERVICE.

APPOINTMENT ANNOUNCED.

Washington, March 6. Mr. Weeks announces that Colonel James E. Fechet will succeed General Mitchell as assistant to the Chief of the army air service, on April 27th, when Gen. Mitchell's term of office expires.—*Reuter.*

LONDON MUNICIPAL ELECTIONS.

POSITION OF PARTIES.

Lahore, March 6. The final state of the parties in the London Council elections in Municipal Reformers' Club

THE MACQUISTEN BILL.

A STATESMANLIKE DECISION.

London, March 6. The House of Commons has rejected Mr. Macquisten's trade union political levy Bill, and has carried by 25 to 153 an amendment by Mr. Baldwin approving the principle of political liberty embodied in the Bill but expressing the opinion that a measure of such far-reaching importance should not be introduced as a private member's Bill.

The House of Commons was unusually crowded and animated for a Friday, for the debate. There was a full attendance of Labourites.

Mr. Baldwin said that the Conservatives while they believed the Bill was just, were not going to push their political advantage home at present because they stood for peace in the country and the abolition of suspicion. (Loud general cheers), especially from the Labourites.

The supporters of the Bill accepted.—*Reuter.*

TEA PROSPECTS.

INDIA OUTPUT MAKES HEADWAY.

London, March 6. Speaking at an Empire Exhibition luncheon, Sir Charles Higham, who will advocate the claims of the Exhibition during a forthcoming visit to the United States, stated that the visit will be primarily connected with propaganda on behalf of Indian tea.

He stated that the first year of the campaign the sale of Indian tea in America increased by three million pounds weight, while that of China and Japan decreased. He declared that India, Ceylon and Java had collectively captured from China and Japan ten million pounds weight on the American market and asserted that tea would shortly become a common, every-day drink in the United States.—*Reuter.*

U.S. FLEET AND AUSTRALIA.

LABOUR AGITATION.

Melbourne, March 6. The Commonwealth has appointed a strong committee, the chairman being Sir Neville Howse, to arrange receptions all over Australia for the American fleet.

A proposal that the Australian section of the Industrial Workers of the World should boycott the American fleet is not meeting with any support in trade union circles.

Probably a deputation will see the United States Consul to endeavour to obtain the release of members of the Independent Workers of the World organisation imprisoned in California.—*Reuter.*

GOVERNMENT WINS.

AGAINST SHIPBUILDING CORPORATION.

Alexandria, Virginia, March 6. Reversing the decision of the lower court which awarded \$24 million dollars to the Virginia Shipbuilding Corporation, the Federal Court has awarded the Government \$11,572,000 against the Corporation.

The case arose from the seizure of the Corporation's ships owing to disagreement over accounts, the Government alleging with regard to war contracts that the Corporation used for other purposes the money intended for

INTERVENTION BY POLAND.

FOREIGN MINISTER'S TOUR.

Paris, March 6. Great interest has been created by the sudden arrival from Warsaw, en route to Geneva, of the Polish Foreign Minister Skrzynski, who at some length conferred with M. Herriot this afternoon.

It is reported he was urging M. Herriot not to accept any security pact to which Germany is a party which does not guarantee the status quo of Germany's eastern as well as western frontier.

M. Skrzynski leaves for Geneva to-night, without seeing Mr. Chamberlain.—*Reuter.*

RARE ANIMALS.

A ROOSEVELT EXPEDITION.

New York, March 6. Messrs. Theodore and Kermit Roosevelt, sons of the late President Roosevelt, are leaving for India in April to explore the Himalayan regions, with the object of securing for the Field Museum at Chicago as many specimens as possible of rare Himalayan birds and mammals, especially the Ovispoli, said to be the original mountain sheep, first described by Marco Polo, also the longhaired tiger of Yarkand, the stag of Markor, the great ibex of the Tianshan mountains, and the goitred gazelle.—*Reuter's American Service.*

A SINGAPORE ADVOCATE.

AUSTRALIAN CLAIMS.

Melbourne, March 6. Advocating the Singapore base, the Prime Minister, Mr. Bruce, said he trusted those thinking only in terms of England instead of the Empire as a whole would not carry weight with the Imperial Government.

Australia hitherto had been consulted on every angle, and was entitled to be heard now. Her opinions could not lightly be ignored. Australia without such a base could only regard herself as deserted by the Empire.—*Reuter.*

VISIT TO PALESTINE.

BY GOVERNMENT OFFICIALS.

London, March 6. It is officially announced that Mr. Amery and Sir Samuel Hoare, accompanied by officials of the Colonial Office and Air Ministry, will leave England on March 19th on a visit to Iraq and Palestine on official business, and return to England at the end of April.—*Reuter.*

FOREIGN SECRETARY.

CONFERS WITH FRENCH PREMIER.

Paris, March 6. Mr. Auston Chamberlain dined at the British Embassy, where M. Herriot's councillor of embassy Mr. Phillips and Mr. Chamberlain's private secretary Mr. Selby were the only guests.

Afterwards Mr. Chamberlain and M. Herriot held a long conference.—*Reuter.*

TO-DAY.

Bulls and Inners

From the Office Butts.

During the crossword puzzle season, employees would esteem it a favour if tailors and heads of departments made a point of not arriving at office before 10.30 a.m.

The fact that the House of Commons cheered when told of Hongkong's contribution reminds us that all of us can afford to be cheerful when spending the other fellow's money.

We can't remember the year that the rotten weather wasn't responsible for the bad state of some of the Peak exhibits at the Flower Show.

According to a Shanghai sports writer, "Charles Paddock and others have run 100 years in 9.2/5 seconds." This is what we should call the fast life, even for Shanghai.

No wonder the M.C.O. have been having a tough time in Australia. According to a local contemporary, no fewer than 148 men battled for the home team in the last match.

Still, this did not disconcert Tate, Hoare or Woolley, who, between them, according to the same source, took 143 of these wickets at a cost of only four runs.

As usual, all the best people are going Home this year.

Apart from being particularly posh, an overcoat made from a pukka white blanket doesn't look nearly so conspicuous when thrown over the bed at night.

We haven't yet got self-government, but from the way our Government acts with other folks' money, it still retains self-control.

From the fact that the wash amah has commenced to demand more money for charcoal, we gather that summer is near.

We understand that the decorations recently handed out to the Chinese staff of the Hongkong and Shanghai Hotels, Ltd., are to be known as the "Oh Boy-ees."

The local advertiser who seeks a "position or work" probably knows that the two are not always identical in Hongkong.

One good thing about these reclamations is that the harbour swim becomes shorter.

Hongkong got more like London every day. More nerve and more nerves.

The Canton situation is still unsettled, with the Sun party leading by two victory telegrams.

Talking about that shipping control money, Government principles are as enduring as permanent waves, or nearly so.

We ought soon to be hearing of more Turkish atrocities, for a broadcasting station has been erected in Constantinople.

A noiseless aeroplane has been invented. Can't somebody try his hand on babies?

It is rumoured that quite a number of residents would like to take French Leave to Shanghai.

Dropping your aspirates is nothing to forgetting your I.O.U.'s.

The Colony's latest financial deal reminds us that some people have the capital and all the rest have got to be the experience.

If Hongkong wives only knew what stenographers think of their husbands, they'd stop worrying.

Social unrest is the uneasy feeling that you might get a little more if you would howl a little louder.

A man who indulged in both tobacco and alcohol died in England the other day at the age of 112. Suppose this proves that these two vices got you in the long run.

It would seem that some family trees flourish by frequent grafting.

When poor old Abraham left the city of Ur, he little suspected how handy the name of that place would be to crossword puzzle makers 5,000 years later.

Some women will show a lot to hide their age.

Sombody suggests that the modern pedestrian needs as many legs as a centipede. Wouldn't wings be better?

Those disgruntled shipowners now consider it more than ever a base scheme.

If the Rents Ordinance is repealed, these crossword experts will point to the dictionary and say that wages must be high.

Some men in the public eye in this Colony feel like cinders.

The world is a stage. Trouble in that, that too many Hongkong folk have speaking parts.

Now that so many of our feeble-minded are behind steering wheels, the Government needn't worry about that new asylum at Laichikok.

If some of those good folk who feel "called" only knew what they are called, what a happy place this would be.

One touch of gossip makes the whole Colony grin.

As was to be expected, there were plenty of freeze-yas from the Peak at the Flower Show.

People who think too much of themselves do not think enough.

If Kowloon pedestrians were laid end to end, it would very much simplify the task of the reckless driver.

Soon the bathing won't care a wrap.

Some folk are so old that they are bald in the inside of their heads.

A Scots reader suggest that the water shortage is due to the number of looks last Saturday.

It is possible that the New Territories tiger has come after three cheers.

Under the heading of "Tuition Wanted", an advertisement appears in a morning contemporary concerning a wardrobe trunk. Possibly someone has looked his wife up in one and forgotten how to open it.

According to the *South China Morning Post*, the Australian Tourist Trophy Race held at Vienna is a European Classic. By the same token, the Austrian race meeting held at Melbourne is probably an American institution.

MacWhirter, he says, it's all deal reminds us that some people have the capital and all the rest have got to be the experience.

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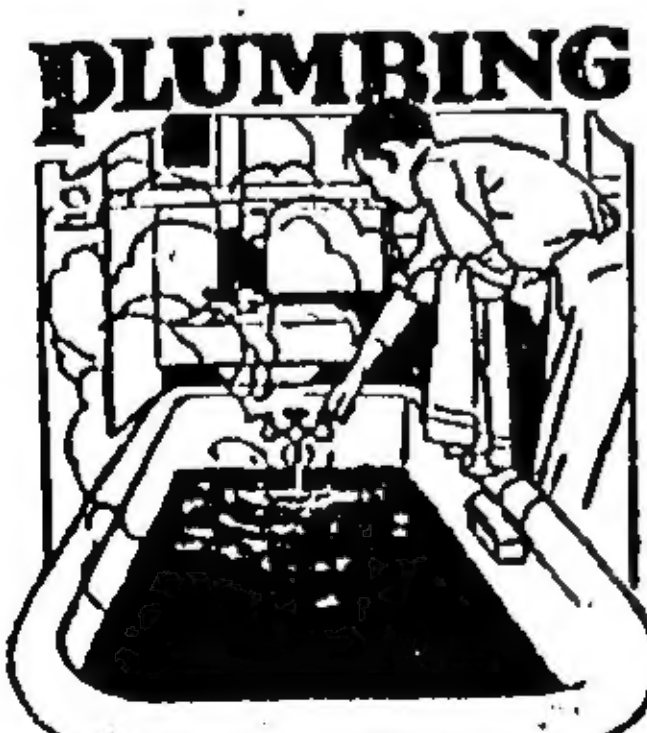
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WAH YAN COLLEGE.

A YEAR'S REVIEW.

The annual distribution of prizes in connection with the Wah Yan College took place last evening, in the Hall of the Catholic Union Club, which was lent for the occasion. There was a large gathering of parents and friends of the pupils.

The presentation of prizes was preceded by a very enjoyable entertainment provided by the boys. The musical selections, rendered under the conductorship of Mr. F. D. Bernardo were particularly appreciated as was the gymnastic display which was given under the direction of Mr. A. J. Mauricio, the instructor.

The Report.

Mr. Peter Taul, the Headmaster, read the following report:

In his report for the year 1923 Mr. E. Irving, the then Director of Education, said: "The Wah Yan School, added to the Grant List last year, is doing very satisfactory work and has fully justified the recognition given it." I hope his successor will have no cause for hesitation in confirming the above statement. There is no doubt that progress was made in every direction during last year, as will be shown in the following report. During the year 1924, the school had 373 meetings, the maximum number on roll was 449, and the average attendance was 302. The number of teachers on the staff was increased to twenty as against eleven in 1921, when there was about an equal number of boys in the school. All of them were very conscientious in the discharge of their duties, and I take this opportunity to thank them publicly for their invaluable assistance. Discipline throughout the school was, as the Inspector of Schools said in his report, very good. Nearly all the apparatus and school-room equipments were new.

In accordance with our usual custom, special attention was paid to the teaching of English, Chinese, Mandarin, and Arithmetic in all the classes. The Study of the Bible is encouraged throughout and some time is set aside each week for moral instructions. Due to the lack of a playground, games and sports did not receive as much attention as they ought to have received; however, steps have been taken to remedy this seeming neglect. Towards the end of the year physical drill was made compulsory for boys of all classes, and many boys have been induced to exercise with parallel bars under the supervision of Mr. Alfred Mauricio, a well-known athlete and physical culturist. In one or two years' time we hope to be able to take part in the inter-school sports.

To supplement their study the boys were asked to subscribe for and to contribute to the college magazine, the 1st and 2nd issues of which were published in the months of last June and December respectively.

Branch School Opened.

With the object of feeding the upper classes with boys of our own training, a branch school was opened last December at Yau-mat with Messrs. Wai Chung Yee and Lo Kai Chi in charge, assisted by three of our old boys who passed the matriculation. In the Hongkong University Examinations we had a record number of passes for the school. Nine matriculation and six senior certificates were obtained. Last November in Class I seven candidates were presented and the passes were a hundred per cent. Ng Tai Ping, who passed the Junior in 1923 with ten sections, passed with honour and distinction in Chinese. He succeeded in winning a Government Studentship and the King Edward VII. Scholarship, which has seldom been awarded to a Hongkong Chinese candidate. One other thing worth mentioning is that all the seven boys were the products of our own school. A temporary scholarship has been given to the best boy in class four, tenable for three years, by a gentleman who wishes to remain anonymous. I take this opportunity to thank him and I hope his example will be followed by others who wish to encourage education.

Before concluding, I beg to tender my thanks to Mr. Orme, the Director of Education, for being so kind as to distribute the prizes; to the members of the committee of the Catholic Union Club for the use of this hall; to Messrs. Sincere Co. and Mr. Augustine Leong for their voluntary donation of prizes; and to all of you, ladies and gentlemen, for helping to make this function a success.

Real Progress. Before giving away the prizes, Mr. G. N. Orme, Director of Education, who performed the function, said he was very pleased to be present with Mr. Taul and his able staff. He wished to congratulate Mr. Taul on the great success which was just reward for the courage and initiative, which enabled Mr. Taul to start the Wah Yan College and carry on with continued progress. While offering his congratulations, he at the same time desired to say a few words of encouragement, mixed perhaps with words of warning, and hoped the teachers and pupils would accept them with the realisation that what he would say was intended to help them to correct the small mistakes and weaknesses that were often manifested at various stages. He wanted to tell them that the more important progress was not visible to the eyes but was felt. He referred to the development of a proper spirit of service to others, which was of permanent value to the pupils and which, he hoped, prevailed in the school. He would be very pleased to give suggestions that Mr. Taul gave the pupils essays to write on what constituted real progress. "I want you to realise," continued Mr. Orme "that all the knowledge and physical strength you get would be no use unless you know how to use them for your as well as other people's benefit. This is my first visit to this school and I would like to offer two prizes one for English essay and one for Chinese essay on 'What constitutes real progress.' I would be very interested to know the results." (Applause)

Prize Winners.

The prize winners were as follows:

June, 1924, Matriculation: Tong Koon-chu, Tsan Wei-chean, Chan Wai-ming, Joseph Tien.

Senior: Tsan Wei-keaw, Lee Yan-thim, Pun Kwong-luk and Cheung Chee-yuk.

November, 1924, Matriculation: Ng Tai-ping, Honours, Distinction in Chinese, Government student-ship; King Edward VII. Scholarship; Pun Yau-pang, Chang Mo-seng, Fung Shiu-ki and Tsan Wei-keaw.

Senior: Tam Yick-fong (Distinction in Chinese) and Chan Wai-ming.

November, 1924, Junior: Cheung Yam-hoi (Distinction in Arith. and Math.), Fung Hun-cho, Hau Man-on (Distinction in Arith.), Ho Ping-ki, Ko Wing-hong (Distinction in Arith.), Mak Man-cheung, Siow Siu-chun, Sung Pak-ping, Tam Mung-ying, Wai Cheuk and Wong Pik-chun.

Class 8: Ho Ni-tong, Cheung Ying-sum, Leung Kam-chuen, So Man-shing and Woo Chack-ye.

Class 7: Lo Hing-ying, Wong Yuk-kee, Chan Sau-yip, Cheung Wai-chung and Au Sik-to.

Class 6a: Leung Sik-yin, Leung Hon-yung, Lai Po-ming and Yeung Yu-lam.

Class 6b: Pun Sung-kwok, Wong Yik-wan, Ho Ka-oi, Chan Sui-lun and Tsai Sai-lam.

Class 5a: Kwok Lu-shu, Lee Sum-ping, Pak Po-wan, Ho Kwok-kai and Chan Yee-chung.

Class 5b: Ng Seng-kwan, Wong Yeung-wa, Wong Sau-hong, Chan Ip-shuen, Hui Lun-kwong.

Class 4a: Chan Man-ping, Li Cho-pun, Li Cho-him, Mok Ping-nam and Ng Kwong-yuen.

Class 4b: Ng Tsan-fan, Cheng Chiu-fan, Ng Wai-yen, Wong Chow-shi and Yuen Tai-koon.

Class 3a: Hin Seung-yick, Pun Sai-ling, Wong Hung-wai, Chung Charb-ming and Boon Ten-fook.

Class 3b: Miu Yee-kwan, Tai Sheung-hing, Choi On-man, Wong King-lan and Cheng To-sun.

Class 2: Cheung Yam-hoi, Fung Hung-cho, Hau Man-on, Ho Ping-ki, Ko Wing-hong, Mak Man-cheung, Siow Siu-chun, Sung Pak-ping, Tam Mung-ying, Wai Cheuk and Wong Pik-chun.

Class 1: Ng Tai-ping, Tong Koon-chu, Pun Yau-pang, Cheng Mo-seng, Fung Shiu-ki, Chan Wai-ming, Tsan Wei-keaw, Tsan Wei-keaw, Joseph Tien, Tam Yick-fong, Lee Yan-thim, Pun Kwong-luk and Cheung Chee-yuk.

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NOVEL COMPETITIONS.

THE CLEVEREST PERSON IN KOWLOON.

It was in the old days when, says a writer in St. John's Cathedral Church Notes, Cathedral Jottings was about as interesting to the ordinary layman as a Butterfield and Swire's circular, that Frederick found himself entered in a competition entitled "The brainy competition," or "Who is the cleverest person in Kowloon?" It still remains a mystery who entered him, but there it was, and he awoke one winter's day to find himself famous as the possessor of twenty nomination votes. I was quite candid with Frederick and suggested to him that his chances were too remote even for Ice House Street to speculate upon. I hinted to him that I felt pretty certain that the competition would be won by one of the local intelligentsia—and reminded him that upon the mention of the word "brains" it was customary to bow reverently in the direction of the nearest Government office.

But to my amazement Frederick stood firm, and insisted on explaining the details of the competition. "You know," he said, "that the Cathedral trustees want to push Cathedral Jottings. The great weakness of the magazine is that, although it contains quite useful reading for dear old gouty spinsters and for aged bachelors recovering from gout, there are no articles with a kink in them suitable for the red-corporated village lads. But still the idea is good, and the trustees maintain that for the general benefit of the community, people must read the Jottings. All you've got to do is to get people to certify that they have read at least three pages of the stuff, and will plough through at least two articles monthly. It is not really asking too much because the magazine is handed out free. The first prize is a motor-car, and you know I don't want one for myself, but what I should like is to win the car and to give it to the Cathedral Staff who, of course, need one very badly."

I tried to break away, but Frederick handed me a list of rules, and what caught my eye was the approximate values of some of the new readers. In the list were the following:

Golfer (handicap under 18)	250
Member of a Brokers' Association	200
Member of the H. K. V. D. Corps	150
Member of the Jockey Club	100
Member of the Yacht Club	50
Member of the Helena May Institute	75
Member of a Masonic Lodge	50
Member of a Local Triad Society	25

The thing appeared too beautiful. I hailed a ricksha.

Frederick wore a worried look for some time and did not grace the festive tiffin board at the club for many a day. The list of votes appeared from week to week, and I could see that his chances were entirely remote, for Master Willie Thompson (a chorister) was leading by a clear twelve hundred and fifty votes, a month before the final closing day. A fortnight later, however, I met Frederick, a different man. A tui panic look illuminated his bonny blue eyes, and before I could stop him, he poured out his new scheme. He had been to the expense of getting extra copies of the Jottings published, and had put a copy in to every card-box in the Colony. Inside the magazine was a personal note which read:

Dear Sir or Madam,—Are you nicer than when you were nine? Has the luxury, the frivolity, the innuendo, of Eastern life spoiled your nativity? If so, go back to the things that count. Take an interest in the matters which thrilled your childhood's mind. Get back to the Parochial Chat and the atmosphere of the Parish Tea. Discipline yourself. Read this magazine, and keep on reading it, even if it hurts you. Punch will seem brighter to you after the Jottings. And kindly vote for—Yours, sincerely,

Frederick—
"It's done it," said Frederick. "What they wanted was the appeal ad coram, the sob stuff, the link with home. I've already had a hundred replies and ten golfers with six brokers are on my list."

Frederick was right. Amidst scenes of unparalleled enthusiasm he was publicly acclaimed. Kowloon's cleverest person, and after accepting the degree of LL.D. from our grateful University, he

LAWN TENNIS.

YESTERDAY'S RESULTS.

Yesterday's results in the H.K.C.C. lawn tennis tournament were as follows:—
Open Championship Singles: T. Honda beat Yaw Man-Kit, 6-1, 6-3, 6-3; J. M. Razack beat J. Takikawa, 7-5, 3-6, 6-4, 6-4; F. A. Redmond beat C. Wilson, 6-0, 6-1, 6-2.

Club Championship Singles: C. Russell Brown beat Dr. D. R. Gao, 6-4, 4-6, 6-3, 6-1; A. H. Crook beat W. H. Bourne, 6-2, 8-6, 6-3.

Handicap Singles "B": L. P. Ralph, +2/6 beat P. E. Barker, +15, 8-10, 6-1, 7-5.

Handicap Doubles: A. S. and G. B. Hett, scr. beat G. C. Worrall and L. M. S. Lloyd, +1/6, 6-4, 6-2; A. D. Humphreys and G. R. Sayer, +4/6 beat Lt. Col. Fitzgerald and Lt. Com. C. Hake, +3/6, 6-1, 6-2.

Monday's Matches.
Open Championship Singles: D. S. Green v. D. Sudo; K. Yamazaki v. M. W. Lo.

Open Championship Doubles: G. Miskin and D. Allfree v. W. H. Choa and F. Grose; H. S. Lee and T. C. Lu v. Yaw Man-tsun and Ho Ka-lau.

Handicap Singles "B": J. H. B. Nihil +1/6 v. Lt. Col. E. D. Matthews -2/6; J. R. Collis +5/6 v. A. C. I. Bowker +2/6; D. H. Banner scr. v. A. K. Mackenzie -1/6.

Handicap Doubles: Dr. D. J. Valentine and R. J. Saunders scr. v. P. E. Barker and N. Evans -2/6; T. Monaghan and W. H. Bourne scr. v. L. Forster and F. A. Redmond -15.

LABOUR "MARTYRS."

LOCAL UNIONS MAKE JOSS PIDGIN.

Labour leaders attended in force a memorial service held on Thursday at the Kung Tung Chung Wai (one of the two general labour unions) in honour of about ten labour identities whose deaths have been commemorated for a number of years by local unions. These men are considered "martyrs," and since the big strike in 1922 a memorial service has been held annually to keep their memory green. The "roll of honour" was prominently printed on a white cloth nailed to the wall of the offices of the Kung Tung Chung Wai and photos of the men were also displayed, some of these being apparently taken after death. A link with local history was provided by the exhibition of photos of the four strikers who were shot by scops during the big strike, when several hundred strikers attempted to break through a police cordon to Chinese territory.

The usual "joss" paraphernalia associated with a function of this description was placed on a table, near which were placed wreaths sent by the various guilds.

Led by Wong Kam-choe, chairman of the general union, representatives from the guilds paid tributes to the "martyrs" in a series of bows. The end of the ceremony was marked by a reverberating yell uttered by the large gathering, the slogans "Heavenly inspiration to Labour" and "Long live the labour revolutionaries" ringing the air as the gathering dispersed.

Speeches were made at a subsequent tea party at the Kung Tung tea house, the general theme being "the oppression of labour."

AUSTRALIAN LINERS.

PROGRESS AT KOWLOON DOCKS.

The building of the two passenger steamers for Messrs. Youll of Sydney, Australia, is proceeding rapidly at the Hongkong and Whampoa Dockyard.

These vessels have now been named and are respectively the Changste and the Taiping. Construction is in a more advanced stage in the case of the former vessel and there is every likelihood that she will be ready for launching by the end of the present month.

With regard to the Taiping however, it is too soon yet to make any definite statement as to the probable launching date.

handed over the car to the Cathedral Staff, for the use of the semi-crippled chaplain. (Subscriptions for proposed Chaplain's and Episcopal car to be sent to Cathedral Treasurer).

A JUDGE'S NOTES.

THE USES OF PRESS REPORTS.

Sitting in appellate jurisdiction yesterday afternoon the Chief Justice, Sir Henry Gollan, and Mr. Justice Gompertz heard a motion for leave to appeal to the Privy Council, made by Mr. F. C. Jenkin on behalf of the Tai Wo Firm. It will be remembered that some time ago a case arose between the Bank of East Asia and this firm concerning cheques which were proved to be forged, and upon which the Bank had paid out. Sir William Rees Davies, then Chief Justice, heard the case brought by the Tai Wo firm and after a lengthy trial gave judgment against the Bank.

A few weeks ago the Bank appealed against that decision and a full court, presided over by Sir Skinner Turner, gave judgment for the appellants and ordered a new trial. The motion yesterday was for leave to appeal to the Privy Council against the decision of the appeal court and the grounds of the motion were that the case was one of sufficient general importance to warrant it going to the Privy Council.

Mr. Potter appeared to represent the Bank of East Asia, the respondents.

A Press Cutting.

Mr. Jenkin's main point was, that a newspaper cutting which appeared in the trial judge's notes was not looked at by the Court of Appeal. He contended that the cutting should have been looked at as being judge's notes.

Mr. Potter: I thought it was agreed that this should not be looked at.

The Chief Justice: I thought we all met to discuss this matter and that we were all more or less agreed that it should not be looked at. I rather thought that we all thought it more advisable that we should not trust to a newspaper report. You did not press the matter.

Mr. Jenkin said he agreed he did not press that point that it should be looked at when the matter was discussed in chambers. But the learned trial judge had treated the report as being correct and therefore it was not to be considered as general press reports would be.

Of Legal Importance.
The Chief Justice remarked that had the matter been mentioned in Chambers it could have been there decided. Counsel was raising the matter now as one of legal importance. "I thought we met before in a friendly way and the result was that we all agreed that it should not be looked at."

Mr. Jenkin said it was a matter of great legal importance when a learned judge incorporated into his notes a press report. The cutting contained much that was decidedly in his (counsel's) favour. He thought it was a matter of such legal importance that leave should be given for it to go forward to the Privy Council.

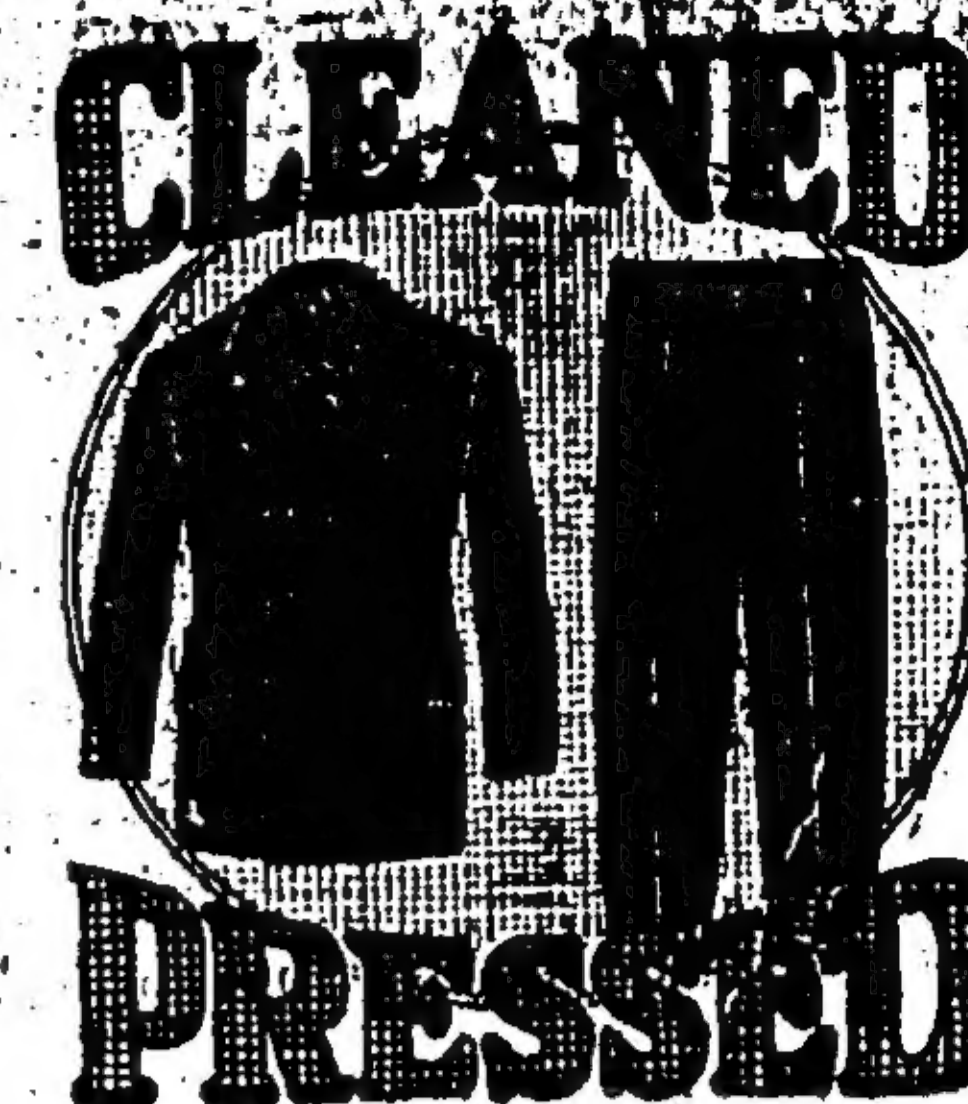
Their Lordships, after conferring together, announced that they did not agree with counsel and would not call upon counsel for the respondents. However, as the matter was one of some importance they would give the matter consideration and later give a written judgment.



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WHAT WEMBLEY HAS DONE.

A BRITISH EMPIRE COMPETITION.

The Society of Women Journalists, of Sentinel House, 48, Southampton Row, London, has offered four prizes for the best essay, not exceeding one thousand words, on "What Wembley has done for the Empire." All British subjects—men, women, and children—will be eligible to compete, the prizes being respectively: 1st, £50, 2nd, £25, for adults; £10 for boys under sixteen, and £10 for girls under sixteen. In addition, the four prize winners will be presented with certificates which H. R. H. The Prince of Wales has graciously consented to sign.

The following distinguished persons have kindly consented to

act as adjudicators: The Duchess of Atholl, M. P. (Parliamentary Secretary to the Board of Education), The Viscount Burnham, Lord Riddell, Sir William Barry, Mr. John Walter and Sir Henry Brittain.

The result of the Competition will be announced in all the leading papers and broadcasted by wireless through the British Isles on June 23rd, 1925, the Prince of Wales's birthday.

An Overseas prizewinner will be notified by cable.

The rules are that British subjects only are allowed to compete. The entrance fee is one shilling. Essays, not to exceed one thousand words, must be worked off in fifty, and those of boys and girls counter-signed by some responsible person, such as a clergyman, schoolmaster, or schoolmistress. No essays will be returned. The closing date on which essays will be received from overseas competitors is May 1.

NEW ADVERTISEMENTS.

UNIVERSAL WANTS

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WANTED SITUATION of any description by reliable Chinese with good knowledge of English and long experience in general office work. Moderate salary. All References. Apply Box No. 1284 c/o "Hongkong Telegraph".

WANTED.—4-5 Roomed furnished house at Peak from about 1st May, for 8 months. Reply Box No. 1283 c/o "Hongkong Telegraph".

TO LET.

SPACIOUS OFFICES. Second floor, China Building. Premises available March 1st. Inspection any time during business hours. Apply The Hongkong Excavation, Pile Driving & Construction Co., Ltd.

TO LET.—Furnished Flat P. & O. Building. Apply E. D. BASCOON & Co., Ltd.

STORAGE Space on Marine Lots with Godowns & Chinese House to Lot. W. S. Bailey, Kowloon Bay.

TO LET.—From June 1, 1925, two office rooms on 2nd floor, New Bank Building. Apply to Sang Kee, same Building.

TO LET.—One Garage at King's Park Buildings, Austin Road, Kowloon. Immediate possession Apply on premises.

TO LET.—A few spacious office rooms. Apply Secretary, Prince's Building & Land Co., Ltd.

TO LET.—Spacious Godown in Duddell Street especially suitable for bonded warehouse. Apply H.M.H. Nomazoe.

VACANCY OCCURS. In Mess for one gentleman, near Ferry, Kowloon. Moderate Apply Box No. 1287 c/o "Hongkong Telegraph".

TO LET.—For immediate occupation or 15th March a four roomed flat at No. 4 King's Park Buildings, Austin Road, Kowloon. Rent moderate. Apply Roza Bros, St. George's Building.

FOR SALE.

FOR SALE:—"HARVARD CLASSICS" 51 new volumes. Complete \$200. Box 1286 c/o "Hongkong Telegraph".

FOR SALE.—KELLET MAJOR BEING NO. 185 THE PEAK. POSSESSION NEXT MAY.—H. Percy Smith No. 5, Des Vaux Road Central.

FOR SALE.—One Piano in good condition Apply Box 1285 c/o "Hongkong Telegraph".

LOST.

LOST.—On March 1st One heart-shaped Jade Earring between Kowloon and World Theatre. Finder please return to Mrs. Wallman, Admiral Line and Obtain Reward.

NOTICE.

THE HONGKONG ELECTRIC CO., LTD.

Notice is hereby given that the Thirty-Sixth Ordinary General Meeting will be held at the Company's Offices, P. and O. Building, on Saturday, March 14, 1925, at 11 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Accounts to December 31, 1924, and electing Directors and Auditor.

The Transfer Books of the Company will be closed from March 3 to March 14, 1925, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO., LTD.
Agents.
Hongkong, February 25, 1925.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS

THE Fifty-sixth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Friday, the 27th. March 1925, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st. December 1924.

The Share Register and Transfer Books will be closed from the 13th. to the 27th. March 1925, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers,
Hongkong Fire Insurance Co., Ltd.
Hongkong, 7th. March 1925.

CONFRATERNITY OF OUR LORD DOS PASJOS.

ON the occasion of the Silver Jubilee of formation of the above local Confraternity, the Committee respectfully invite all Members and the Faithful to the Solemn High Mass at the Roman Catholic Cathedral, at 8 a.m., on Sunday, March 8, and to the Procession of the Cross at 5 p.m., on the same day, at the Cathedral Compound and also to the Reception at the Mission House after the evening services.

J. M. DA GRACA,
Vice-President.
A. G. DA ROCHA,
Hon. Secretary.
Hongkong, March 4, 1925.

NOTICE.

OUR Policyholders receive ninety-five per cent of the divisible share of surplus earned by the Company.

Our Policies are free from any restrictions, and after two years are absolutely incontestible. Our Guarantees are liberal and clearly stated in each policy.

Sun Life Assurance Co. of Canada,
King's Building, Hongkong.
F. M. Weller,
Manager.

THE WAH TSZ YAT PO (CHINESE MAIL)

WE beg to notify that Mr. H. M. SILVA, has long covered his connection with this paper as canvasser for advertisements. We shall not be responsible for any commitment that he may act in the name of this Paper or any other local papers.

Advertisers are kindly requested to communicate direct with the office at No. 5, Wellington Street, Telephone No. C. 227.

The Secretary,
The Wah Tsz Yat Po, Ltd.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that our registered Offices have been removed to 2nd. Floor, Powell's Building.

THE HONGKONG EXCAVATION PILE DRIVING & CONSTRUCTION COY., LTD.
7th. March, 1925

U. S. R. CLUB.

THE next Dance will be held on 17th. March, providing a sufficient number of Members intend to be present and notify the Hon. Secretary of the number of their guests by 10th. Inst.

G. A. CLEMENTS,
Cant. R. A.
Hon. Secretary.

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RENTS ORDINANCE.

LEGISLATIVE COUNCIL COMMITTEE.

Any member of the community who wishes to give evidence before the Committee of the Legislative Council appointed to consider the question of the Rents Ordinance is requested to communicate with the Chairman, Attorney General, Courts of Justice, if possible on or before Monday the 9th March.

J. H. KEMP,
Chairman.

NOTICE OF REMOVAL.

WILLIAM C. JACK & CO., LTD.

On and after the 1st March our Registered Office will be situated at No. 12 Des Vaux Road Central (Powell's Buildings) 1st floor.

William C. Jack & Co., Ltd.
J. M. JACK,
General Manager.

HAIHO CONSERVANCY COMMISSION.

TENDER FOR A TOW-BOAT.

TENDERS are hereby invited by the Hai Ho Conservancy Board for delivery at Tientsin in seven months from date of order of a Tow-Boat under specifications which will be supplied on application to the Commissioner of Chinese Customs for Kowloon and District, York Buildings, Hongkong.

Tenders to be in the Board's hands on or before noon of 1st May, 1925.

By order of the Hai Ho Conservancy Commission.
R. S. CAMPBELL,
Acting Secretary.
Tientsin, 25th February, 1925.

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Auctioneer.
'Tel. C. 4453.

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction, for account of the concerned, on THURSDAY, March 12, 1925, at 11.30 p.m. at the China Auction Rooms, China Building,
4 Cases Vicunas,
3 Cases Coatings,
4 Cases Tweeds.

Terms:—Cash before delivery.
E. V. M. R. DE SOUSA,
Auctioneer.
Hongkong, March 4, 1925.

PUBLIC AUCTION.

By Order of the Liquidator Particulars and Conditions of Sale of the Valuable Leasehold Property situate at Victoria, in the Colony of Hongkong and known as No. 18, Ice House Street and No. 6, Duddell Street to be sold by PUBLIC AUCTION on WEDNESDAY, the March 18, 1925, at 3 o'clock p.m. At the China Auction Rooms, China Building, Victoria, Hongkong.

Mr. E. V. M. R. de SOUSA,
Auctioneer.

PARTICULARS.

The property is situate on a piece or parcel of ground registered in the Land Office as Section D of Inland Lot No. 339. There is a frontage of 91 feet 2 inches on Ice House Street and 90 feet 3 inches on Duddell Street. The premises cover an area of 5486 square feet or thereabouts and are situate in a busy locality. The premises are held for a term of 999 years from the 11th day of May, 1849, created therein by a Crown Lease of Inland Lot No. 339 dated the 15th day of August, 1881, and made between Her late Majesty Queen Victoria of the one part and Emmanuel Raphael Bellilos and Catchick Paul Chater of the other part Subject to the payment of the proportion of the rent and the observance and performance of the covenants and conditions contained in the said Crown Lease so far as they relate to the said premises. The Crown rent payable in respect of the premises is \$80 per annum. For further particulars and Conditions of sale apply to:— Messrs. JOHNSON, STOKES & MASTER, The Vendor's Solicitors, or to Mr. E. V. M. R. de SOUSA, The Auctioneer. Hongkong, March 4, 1925.

Lammert Bros.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 9th. March 1925, at 3 o'clock p.m. The Valuable Farm Lots and Building Lard situate at Sam Shui Po and known as Farm Lots Nos. 570, 580, 581, 582, 583 and 584 and N.K.L. No. 2200, New Kowloon Survey District No. 4 For further particulars and conditions apply to the Undersigned LAMMERT BROS. Auctioneers.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various sizes. These may be seen at No. 5 Duddell Street. LAMMERT BROS. Agents.

Lammert Bros. Hughes & Hough

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on Tuesday, 16th. March 1925, commencing at 5.15 p.m. at their Sales Room, Duddell Street A Valuable Collection of Postage Stamps (Full particulars from Catalogue) On View from Monday the 9th March 1925 Terms:—Cash on delivery. LAMMERT BROS. Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 13th. March. 1925, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture, comprising:—

Toak Hatstand, Leather Covered Armchairs, Book Cases, Fire Brasses, Toak Overmantel with Bevelled Mirror, Brass Ornaments, Curtains, Carpets, Rugs, Curios, Homstitched Curtains etc.

Toak Sorew Winding Extension Dining Table, Chairs, Toak Side Board, Dinner Waggon, 8 lyer Cabinet, P. P. Ware, Cut Glass Ware, Silver Crockery, Cutlery, etc., etc. Toak and Brass Bedsteads, Toak Double and Single Wardrobes, with Glass Doors Dressing Tables, Marble Top Wash Stands, Chest of Drawers, Tables, Chairs, Toilet Sets.

also A large Selection of Carved Blackwood Ware.

Comprising:— Curio Cabinet, Curio Stand, Tables, Chairs, Jardinieres, Card Tables, Half round table with Mother of Pearl inlaid, Jose table, etc.

One Cottage Piano by Moutrie
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4 Travelling Trunks
2 Rickshaws
2 Iron Safes
1 Sedan Chair
1 Binoocular
1 Underwood Typewriter
1 Tricycle
1 Typewriter
1 Marble Clock
2 Perambulators
1 American Wall Clock
2 Cabinet Gramophone Catalogues will be issued. On View from Thursday the 12th March 1925.

Terms:—Cash on delivery. LAMMERT BROS. Auctioneers.

BY ORDER OF THE MORTGAGEE.

Particulars and Conditions of Sale of the VALUABLE LEASEHOLD PROPERTY situate at Mongkoktsui in the Colony of Hongkong and formerly known as Nos. 220, 222 and 224 Portland St. to be sold by PUBLIC AUCTION on FRIDAY, March 20, 1925, at 3 o'clock p.m. by Messrs. Lammert Bros. Auctioneers. At their Salesroom in Duddell Street.

PARTICULARS.

The property consists of all those messuages and tenements situate at Mongkoktsui in Kowloon and formerly known as Nos. 174, 176 and 278 Portland Street, but now known as Nos. 220, 222 and 224 Portland Street situate on a piece or parcel of land registered in the Land Office as the Remaining Portion of Kowloon Inland Lot No. 1282 and held under a Crown Lease dated the 20th day of August, 1916, for 75 years, renewable for a further term of 75 years on the usual terms and conditions. The Crown rent payable in respect of the said premises is \$32.00 of which 45 cents is payable by the owner of Section A of the said Lot. For further Particulars and Conditions of Sale apply to MESSRS. HASTINGS DENNY & BOWLEY, Solicitors, 8, Des Vaux Road Central, or to MESSRS. LAMMERT BROS. Auctioneers, Duddell Street. Hongkong, March 7, 1925.

THE AUCTIONEERING & BROKERING Co., Ltd.

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PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Tuesday 10th. March 1925, commencing at 11 a.m. at their Sales Room, Duddell Street

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FAMOUS SAND CAVES.

Building Work Spells Doom.

Building work may result in the destruction of closing of the famous sand caves, at Beddington, near Oroydon, Surrey.

Several interesting theories have been put forward from time to time in connection with the caves, which extend for hundreds of yards, and are in some places 10 feet in height and as many feet wide.

One supposition is that they formed one end of a secret passage between Beddington and the Old Palace, Croydon, formerly the seat of the Archbishops of Canterbury.

Troops who were quartered in Beddington during the war used the caves. The walls and roof are hard, loose sand forming the floor.

ALL ABOUT ROTOR SHIPS.

Berlin, Friday.

Anton Flettner, of rotor ship fame, has been invited to lecture in Great Britain. According to the *Zeitung* he will early this year read a paper in Glasgow before the Society of Marine Engineers. Herr Flettner says that next year twenty big German ships are to be converted for use as rotor ships. He adds that several shipping companies are postponing the laying down of ocean ships till it is possible to equip them with rotors.

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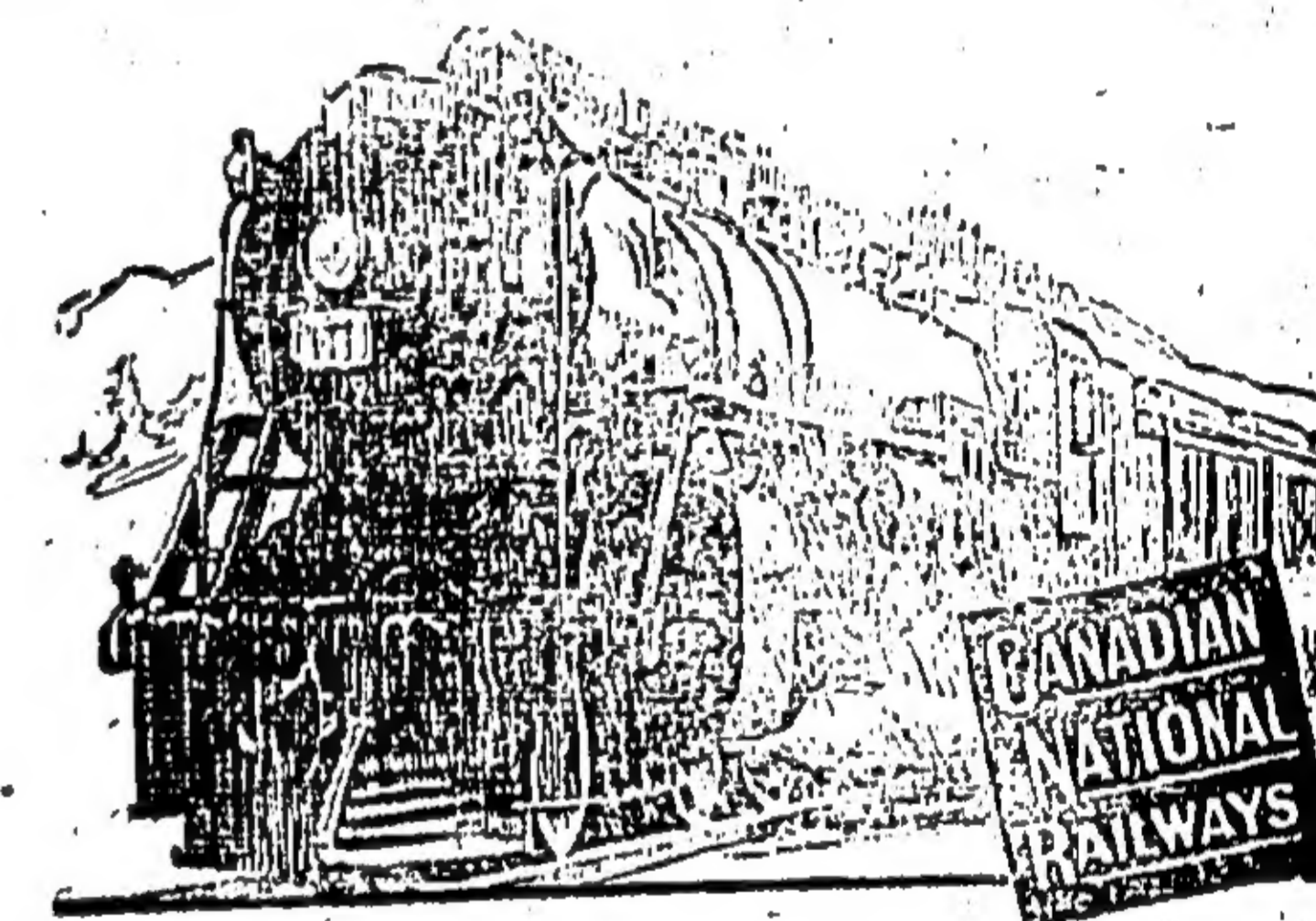
- 3178 { Pt. 1—(a) ROBIN; ROBIN; (b) CHILD'S GOOD NIGHT
Pt. 2—(a) THREE LITTLE PIGS. (b) NAUGHTY TOM
3179 { Pt. 3—(a) WILL YOU WALK A LITTLE FASTER!
(b) THE POODLE
Pt. 4—(a) PUFF. (b) THE SNOWMAN

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- 3177 { PUSS—IN—BOOTS
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DEATH.

DA CRUZ.—On February 28,
at the General Hospital, Shang-
hai, Esabella (Lizzie) Maria da
Cruz.

The Telegraph.

HONGKONG, 7th Mar., 1925.

THE PEACE PROBLEMS.

The full-dress debate in the House of Commons in regard to Britain's foreign policy has not revealed much that is new. An endeavour was made to get the Government to lift the veil a little, especially in the matter of its handling of the European problem, but Mr. Auston, Chamberlain proved himself too old a Parliamentary hand to be tempted into the making of definite declarations which might produce undesirable consequences in our relations with France in particular. All the same, we cannot resist the feeling that the Baldwin Government is finding this European problem almost too big to be settled as the bulk of the British people would like it to be.

No-one who has given thought to the question can be otherwise than convinced that the question of French security is proving the main obstacle in the way of a general settlement of the European problem. We can and do thoroughly appreciate French apprehensions, and we cannot blame France for taking every possible precaution to see that her existence as a nation is not again threatened. But it does look as though there were some grounds for thinking that Britain's attitude in the matter of the Cologne occupation is being very much entangled with this question of security, and nothing that Mr. Chamberlain has said has succeeded in dissipating that feeling. We can, at the same time, quite see the force of Mr. Chamberlain's remark that even if Britain were to come to act independently of the other Allies, that would not of itself get rid of the security problem, in which Britain, with a very few miles of sea between her and the Continent, has a very vital interest.

It would undoubtedly be best for all parties concerned were

the Allies and Germany to come to some definite understanding in regard to the security of the French and Belgian frontiers, but, unhappily, the spirit of trust and good faith is not dominant at the moment—for it is distrust that is undoubtedly standing in the way of a general settlement. Peace has its problems which are no less pronounced than those of the war. And, in spite of attempts by successive British and Allied Governments to effect a comprehensive settlement, they still remain unsolved.

Noise.

From time to time there appear complaints in the local newspapers about noises which rack the nerves or prevent proper repose during the night, and sometimes these nuisances are abated whilst at others they remain to become accepted as part of the trials of existence. However, a great deal can be done by a little forethought (especially if it be stimulated by official protest) to make night less hideous in some quarters or improve the amenities generally. When one has to dwell in literally flat-land, and bear the rowdyism of thoughtless neighbours, or the abomination of supposed musical evenings, or the maddening barking and yelping of someone's alleged pet dog, or the nuisance of somebody else's noisy and fume-producing motor contraption, or the dozen or so other worries of town-life in the tropics, one becomes perhaps immune in time to such items in the daily round, or else resigned to an impaired constitution. But can nothing be done to improve matters? It seems absurd that everyone should complain about everyone else and meanwhile contribute to the general noise of a neighbourhood. What is wanted, possibly, is a proper understanding of co-operation in improving the amenities of existence out here, as in anything else. Perhaps much could be done, for a start, by the infusion of a spirit of "Don't start the gramophone now, it is past eleven o'clock and the neighbours have gone to bed," in substitution for "Put on that loud record. We'll give those Blanks something in return for their high jinks last night!" We pass the suggestion on for what it is worth.

Noise.

This is not the first word in a Highland exclamation, though it might well be the commencement of comment by a Scottish resident on his being roused from slumber in the early hours of the morning by the excessive hooting of launch whistles and sirens, that has become a noticeable feature of our harbour during the past few months. While on the topic of noise we might draw attention to this subject more fully. On several occasions recently we have published letters from people who complained of the nuisance created by the unnecessary sounding of sirens and whistles along the Hongkong Praya, which even in the daytime is a disturbance to collected thought during working hours. But little notice appears to have been taken so far of the same evil across the harbour. We learn on good authority that residents of Kowloon who dwell near the waterfront are disturbed every morning from shortly after five o'clock by the continuous din of whistles and other noise-producing fixtures on vessels, nearly all launches apparently, congregated there. It is to be presumed that they are awaiting tugs, or else are summoning their slumbering crews. But they are also rousing scores of residents who are robbed of at least a precious hour's sleep. It is true that the Tsim-sha-tsun waterfront has been given over largely to commerce and industry, but there still stand a number of dwelling-houses, like ramparts against the advancing tide of trade, and there are also the hotel, the new one in course of construction, and the Y.M.C.A. nearly completed, where large numbers of residents will perforce find their home for many years to come. It becomes a matter for early remedy, therefore, if a remedy be forthcoming. As proof that the nuisance could be abated, our informant declares that the hooting of whistles was not so noticeable at one time, but has grown exceedingly during the past few weeks. It seems a clear case for remedial measures.

DAY BY DAY.

THE MORE A MAN DENIES
HIMSELF THE MORE HE SHALL
RECEIVE FROM HEAVEN.
Horace.

The name of Mr. P. W. Greene has been added to the list of authorised architects.

Tenders are being invited for the construction of two covered service reservoirs situated respectively at Jardine's Lookout and Middle Gap.

The silk which left here by the P. O. s.s. *Moran* on the 7th February was delivered in Marseilles on the 6th March, a transit of 27 days.

Appointments made by the Secretary of State during January include the name of Mr. A. L. B. Hay, B.A., as tutor in English at the Hongkong University.

Sir Ronald Macleay, British Minister to China, accompanied by Lady Macleay, is homeward bound, on leave, by the P. and O. liner *Malwa*. They were entertained to dinner at Government House last night.

His Excellency the Governor has appointed Mr. David William Treatman to act as Secretary for Chinese Affairs and Registrar of Marriages, and to be a Member of the Executive and Legislative Councils during his 'tenure of office'.

Information has been received from the Naval Armament Depot to the effect that the annual proof of sound and signal rockets, lights &c. and flares will be carried out on Monday, 9th inst., at Stonecutters Island from about 6.30 p.m. onwards.

Among those who left by the s.s. *Rheinland* yesterday were Mr. and Mrs. E. L. Agassiz. Mr. Agassiz goes home on ten months' leave. During his absence, Mr. W. G. Fitz-Gibbon, of the Colonial Secretariat, will act as Secretary to the Director of Public Works. Mr. J. H. Gelling has been transferred from the Colonial Treasury to act for Mr. Fitz-Gibbon.

LAWN TENNIS.

YESTERDAY'S GAMES.

T. Honda, holder of the Singles Championship, appeared for the first time this year, yesterday afternoon and played Yow Man-kit in the first round of the Open Singles and had no difficulty in disposing of his opponent by three straight sets. Honda played a cool game throughout and was not extended in any of the three sets. He has changed his backhand from the usual Japanese style to the ordinary one, but the change has not weakened this stroke. He was playing very well yesterday and seemed to have plenty of skill in reserve. His service and forehand drives were very accurate and fast. Yow Man-kit played a good game and beat Honda many times by driving along the side lines. He attacked Honda's backhand by driving against it but did not sufficiently finesse his shots and found himself up against a better and more experienced man. Honda is doubtless considered in the running for championship again.

I. A. Razaek, another youth from the Indian Recreation Club, entered the championship for the first time and met J. Takikawa, whom he managed to beat by three sets to one. He did not show good form yesterday and relied mostly on his opponent's errors to win, but is to be congratulated on his success. Takikawa did most of the attacking, but found the Indian lad just a little too good.

Col. Russell Brown appeared again yesterday and was matched against Dr. Gawler in the Club championship whom he beat three sets to one. It was Dr. Gawler's first appearance in local tennis. He possesses a useful service and forehand drive but found Russell Brown a tough proposition. The standard of play was quite good and Russell Brown used his favourite chop to advantage and placed his shots very well.



The carnip (or, if you prefer it, the turnip) has arrived, my friends, in consequence of the successful attempt of an enterprising vegetable-grower to hybridise the carrot and the turnip. It only remains now to hybridise the turnip (or, if you prefer it, the carnip) and the Spanish onion, and just think what an economy of time that will mean to the busy housewife intent upon vegetable soup! Formerly she has had to buy the ingredients separately; but if my suggestion materialises she will then be able to buy the three vegetables compact in one, necessitating only one washing, one scraping, one mincing, instead of the present performance in triplicate. One of these days I foresee that by careful hybridisation of, for example, steak pudding, rhubarb pie, and Welsh rarebit, it will be possible to buy and cook a whole dinner in one lump, and then the housekeeping cares that now infest the day will fold up their pants like the Arabs, and as silently steal away.

Burglars who broke into a little village church in Belgium last week, not content with removing the church plate, stole the tongue from the bell. Though the local police promptly detected its absence the bell itself was unaware of it until it was tolled.

RYTHES WITHOUT REASON.
An undergrad, student of Calus.
Was hotly pursued by some balus;



They crawled up the clocks
Of his purple silk socks,
And stung him on both of his knaus.

The little Cross-Word puzzle I set last week has apparently caused a tremendous amount of interest among my readers, and I hear from a reliable source that competitors are banding together and concentrating their united energies towards elucidating the correct answers and securing the valuable tram-ticket I so kindly offered as a prize. In response to innumerable requests from my readers—and I regret that I have not been able to write personally to both of them—I have pleasure in submitting a second puzzle this week. I fancy, however, that it will prove a harder nut to crack than the former, and consequently I have made the prize more valuable. To the sender of the first correct solution, opened by me next St. Swinith's Day I shall award two confetti—a punk and a blue. Now, then, get out your encyclopaedias and your thesauri and try your luck with this—

Horizontal.—1, Very hard little green gooseberries.
Vertical.—1, A sort of trombone used by the Cingalese for scaring the blight off banana-trees.
I might add (and I think I will) that a peculiar feature of this puzzle is that the answers, both the horizontal and vertical definition read the same backwards as forwards.

A London policeman has been doing duty inside an amateur arts-and-crafts exhibition where a picture of his own painting is

on view. Just imagine his feelings when seeing an inordinately large crowd gathered admiringly round his picture, duty compelling him to proclaim "Pass along there, please!"

Electrical treatment to make weak babies strong has (a medical paper informs me) been tried with most encouraging results. I can quite understand that treatment of this nature would produce many a gay young spark.

A scientist asserts that a man's brain capacity can be judged from the size of his feet. In which case it only remains for me to add—

No longer shall we judge man's brains
By shallow forehead, bulging brow;
A learned scientist maintains
We have a surer token now.
To estimate his cranial worth
No need to study sizes of head.
Just turn your glances to the earth,
And contemplate his boots instead.
"Fives" clearly shows he's somewhat dense;



And "sevens" and "eights"
proclaim that he
Has average intelligence;
While "tons" means fine mentality.
Hence, since the brain's size means the foot's,
I think you'll all remark with me:
In view of their enormous boots,
What brainy chaps our police must be!

It has been decided that there shall be no British Silk Exhibition in London next summer. In explanation whereof I may mention that there is an ugly rumour about to the effect that the silk-worm has turned at last.

I see that Rudolph Valentino has grown a beard in which to enact his role in a new film in course of manufacture. I like this idea, and am thinking of making some sort of adaptation of it for use in my own profession. In this view. When next I am commissioned to write a little paradoxical essay I shall take an intensive course of sausage-and-mashed, grow a nice fat equator, and then sit down and give 'em the good old G. K. Chesterton



stuff. Or, suppose I want to write a play, I shall put myself on a diet of haricot beans and monkey-nuts, don a Jaeger shirt, grow a complete set of long white whiskers like bath loofahs, and then if I can't make a noise like Comrade Benard Shaw it would be my fault!

One thing I am constrained to ask: if Rudolph in the course of his career is ever required to impersonate Long John Silver, will his passion for verisimilitude carry him so far as to have his leg, off?

CRICKET.

THE M.C.C. TOUR.

West Maitlands, March 6th.
In the match between the M.C.C. and the Northern Districts, the home team, who batted fifteen men, scored 157.

Hearne took 8 wickets for 18, Freeman 2 for 45 and Kilner 1 for 31.

The M.C.C. had scored 50 runs for the loss of 2 wickets when play ceased for the day.—*Reuter.*

ST. PAUL'S.

RESTORATION FUND.

Reuter sends us the following list of subscriptions to the above Fund:—

Mr. W. I. Pattenden	£50.00
Mr. M. J. Quist	5.00
Miss M. W. Dawson	50.00
Miss M. Cooper	10.00
Sir Henry Follock	50.00
	£165.00

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 7th. MARCH, 1925.

NEW "PRINCESS" STEAMER.

Launched by Late Lord Shaughnessy's Daughter.



The recent mid-winter voyage among tourists who purpose visiting the Pacific Coast or making a trip to Alaska in 1925. The new vessel has a sister ship, the Princess Kathleen, which is being constructed at Clydebank. The other ship, the Princess Kathleen, was christened and launched by Lady Mount Stephen, widow of the first president of the company. Both ships are 6,000 gross tonnage, are 300 feet long and 60 feet wide, have twin screws, are oil burning and capable of a speed of 23 knots. There are five decks on these vessels, four of them for the use of passengers. Accommodation

are provided for 1,000 day passengers and 325 first-class night passengers in two and three berth cabins. A large space on the main deck has been set apart for the transport of freight and automobiles, a feature that will be much appreciated by motor tourists.

Both of these Princesses will be placed in service this spring on the triangular run which calls at Vancouver, Victoria and Seattle, releasing the Princess Louise a \$1,500,000 vessel launched at Vancouver in August, 1921, for the Alaskan service, which is a very popular voyage as the Canadian Pacific ships follow the "inside channel" most of the way, affording opportunities to stop at interesting villages along the British Columbia coast, to view its fine scenery and to enjoy the safest and smoothest route to Alaska. The Princesses Alice, Charlotte and Louise will operate on a regular schedule, while Princess Mary will be used for special runs. This arrangement provides accommodation for more passengers on the Alaskan tour which grows yearly in popularity.

SPORTS PARS.

Interesting World Items.

The new captain of the Yorkshire cricket X.C., Major A. W. L. Lister, is a right-hand batsman and a left-arm bowler.

Sonny Bird, Chelsea, and Tom Wintchouse, Birmingham, met in a 15-round contest at the National Sporting Club recently. Bird knocked out his opponent in the first round.

The M.C.C. captain, A. E. R. Gillman, is of opinion that the Muburn Oval is the finest cricket ground in the world.

Phil Brand, Lambeth, outpointed Van Dyk, the Dutch featherweight boxer, in London over 20 rounds.

It is understood that H. Mallin, the world's amateur middleweight champion, does not intend to defend his title at the amateur championships this year.

Robert Inglis, who played Rugby for Selkirk last season, and was also wicketkeeper for the cricket club, is leaving his native town shortly for Australia. He has received a presentation from his fellow-workers in Heather Mills.

At the Ring, Blackfriars Road, in a 15-round contest, Charley King, of Australia, beat Gunner Bennett, of Rodbourne, who was, in the fifth round, practically knocked out when his seconds gave in.

It was announced at the annual meeting of the South African Cricket Association at Johannesburg that it was intended to invite the M.C.C. to send a team to South Africa for the 1926-27 cricket season.

The latest game among the bright young men (say the Daily Express) is billiards-bowls. The "D" on the table is converted into a complete circle, in the middle of which a ball is placed, and the game is to get your ball as close to the "jink" as possible after hitting a cushion.

At a meeting of the Warwickshire County Cricket Club special Appeal Committee it was announced that the Special Fund stood at £3372. The Committee decided to accept the offer made by the Aston Villa, Birmingham, and West Bromwich Albion football clubs to play a two-day match between Warwickshire and a team selected from the players of those clubs.

The late C. N. Jackson, of Oxford University sports fame, left estate of the gross value of £2087. He was one of the founders of the Amateur Athletic Association. A nephew of his, A. N. S. Jackson, won the 1500 metres race at the Olympic Games at Stockholm in 1912.

MODEL HOMES FOR WORKERS.

An Interesting American Proposal.



Above is shown the architect's plans for model homes built at Bayonne, N. J., with the garden between them, similar to which Mr. Andrew J. Thomas (inset) plans to build for labour unions.

New York, Jan. 23rd.—A 14-year-old youngster, orphaned and cast adrift upon the streets of New York, is a more daily incident in a great city's callous routine.

But when Andrew J. Thomas was cut loose at 14 some 35 years ago, the incident became an event. For the eyes of a homeless, penniless lad saw such misery and want that the picture lingered in his mind during the years that he vacillated between the Alaskan gold fields, then to the road with theatrical troupes, and finally back to his home city to win international fame as an architect and housing expert.

Recently Mr. Thomas had occasion to run his eyes and watch the passing of a dream into a reality when representatives of the two of America's big Labour Banks met with a committee of investors that it was per family per week.

from the powerful needle trades unions to bring about labour's first entry into the field of home building. The plan is this: to begin with a \$1,000,000 ideal tenement, built by the needle trades. With this as a wedge gradually to topple over the slums, not only of New York's vast East Side but of all American cities.

The plan of the needle trades to erect community apartments for its entire 150,000 membership attracted nation-wide attention overnight. Successful experiments show that it can be done, with excellent return upon the investment, for \$5 or \$10 per room, and in smaller communities for even less. This includes great garden spaces, playgrounds, lawns and grounds fully equipped were there for the children and nurses could be hired for about 10 cents a child.

Then came the Metropolitan Life Insurance experiment at Long Island City, N. Y., which proved an 8 per cent. investment, and yet gave hundreds of families ideal living conditions. This subject was spread over six city blocks, with beautiful gardens and living conditions.

At Bayonne, N. J., the Standard Oil capital, the second big experiment was tried with capital and public citizenry combining, and allowing even more gardens, and comfort. Spacious playgrounds, lawns and grounds fully equipped were there for the children and nurses could be hired for about 10 cents a child.

A SIMPLE TEST

If you wish to convince yourself which is the most popular evening newspaper and therefore the most effective advertising medium

COUNT

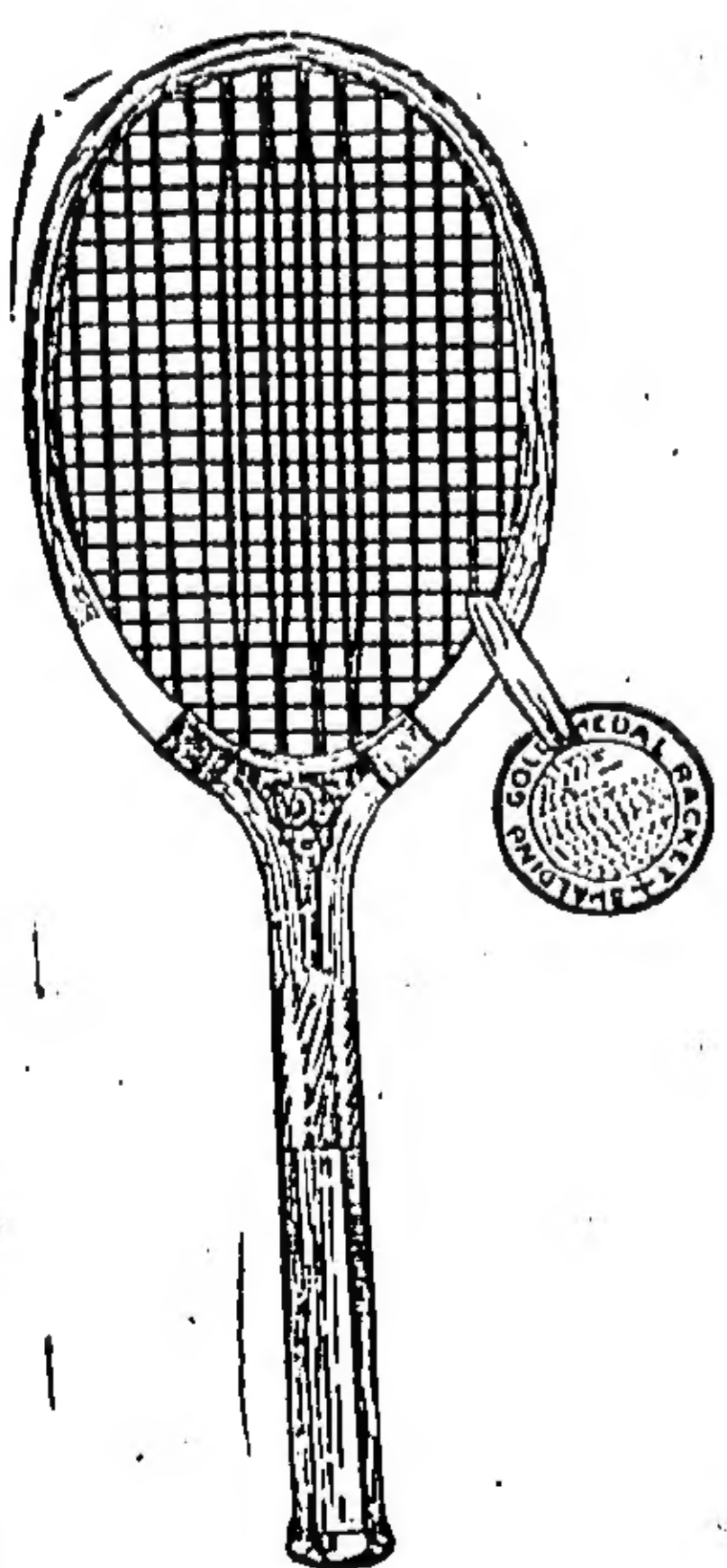
— THE —

"TELEGRAPHS"

ON

THE STREETS
THE TRAMS
THE FERRIES
EVERYWHERE

OUR ADVERTISEMENT SERVICE
WITH FREE ILLUSTRATIONS IS
AT YOUR SERVICE.



SPORTS EQUIPMENT "WORTHY OF YOUR SKILL" SLAZENGER'S RACKETS.

	PRICE
"ANDERSON"	\$35.00
"PATTERSON"	\$35.00
"I.Z."	\$35.00
SPALDING'S	
"AUTOGRAPH"	\$40.00
"GOLD MEDAL"	\$33.00
"TOURNAMENT"	\$24.00
"VANTAGE"	\$20.00

ENGLISH MADE STEEL RACKETS - - - \$16.50

A NEW INVENTION.

AYRE'S
SPALDING'S
DAVIS'S
SLAZENGER'S

TENNIS
BALLS

TO ENSURE OUR STOCKS OF TENNIS
BALLS BEING FRESH WE HAVE CON-
SIGNMENTS ARRIVING EVERY OTHER
WEEK.

LANE, CRAWFORD LTD. TO THE UP-TO-DATE
"PIONEER" STORE.

CLEARANCE SALE

30 % REDUCTION

For Two Weeks Only

LES ELEGANCES DE PARIS

8, Queen's Road Central.

Telephone 386.

Telephone 386.



Really hard to tell

You just know, simple, quick and delightful it is to use Lux. So that your soft summer garments, before they are washed, are always as smart as when new. For the busy mother of a family, for the school teacher, the business girl, or any one, for it matters, the fine, creamy, abundant, instant

LUX

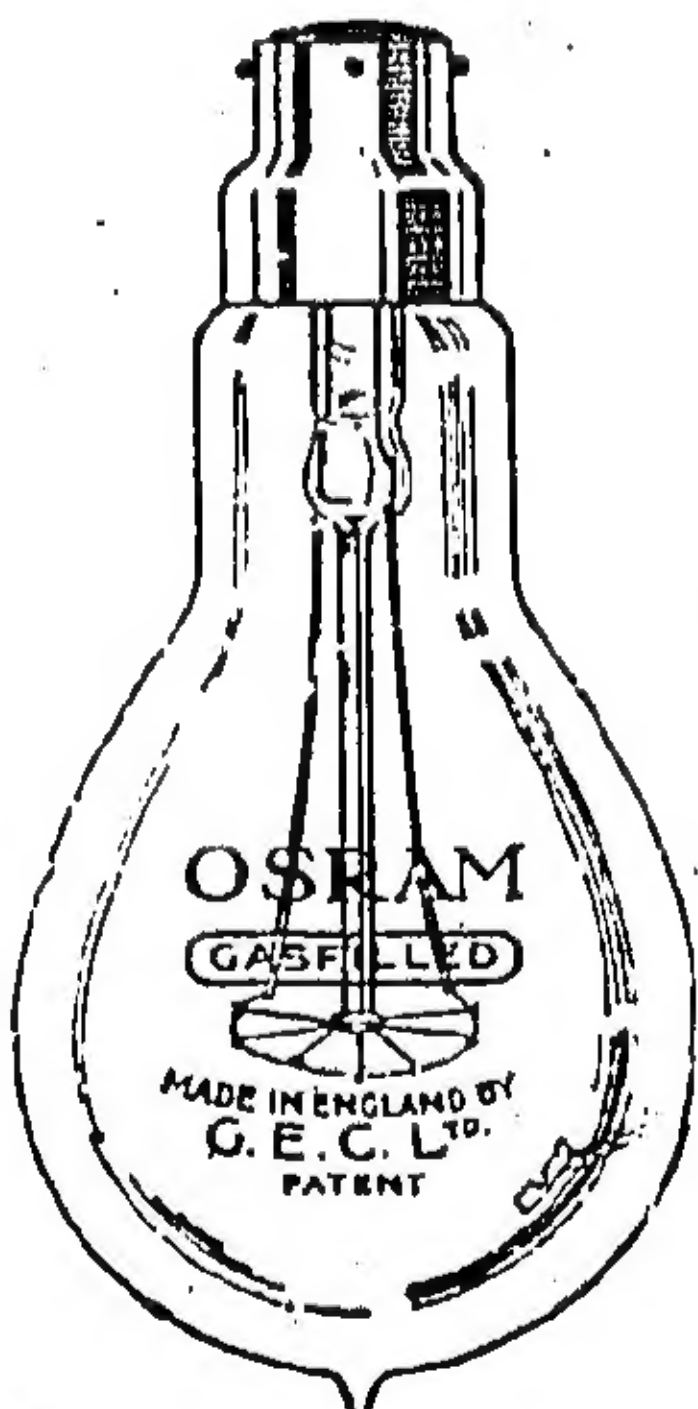
Later the wonder works in cleaning soiled garments, the daintier the better, back to their first freshness and color.

TURN DARKNESS INTO DAYLIGHT

BY USING **OSRAM** GAS FILLED LAMPS

OSRAM PLAYED THE LEAD IN
"BRIGHTER LONDON"

OSRAMS
HAVE A
WORLD
WIDE
REPUTATION
TO
MAINTAIN



REDUCE
YOUR
ELECTRICITY
BILL BY
INSISTING
ON
OSRAMS

LET OSRAMS GIVE YOU A
BRIGHTER HOME

THE GENERAL ELECTRIC

CO. (OF CHINA) LTD.

2, QUEEN'S BUILDINGS, HONGKONG.

On Sale At

SINCERE'S, SUN CO., WING ON, & ALL ELECTRICAL CONTRACTORS.

RADIO NOTES AND NEWS

Wireless Without Mistakes.

A telegram from Strasburg to the *Matin* indicates that means have been found to avoid the errors which frequently occur in wireless telegraphic messages owing to the fact that transmission has hitherto had to be conducted by means of the Morse Code, which is liable to atmospheric and other interruptions. A young assistant telegraphic engineer named Verdan employed at Strasburg, has perfected an apparatus by which messages can be transmitted by means of printed letters, like ordinary telegrams, thus rendering impossible the mistakes which arise through the use of the Morse dot-and-dash system, which the receiving operators have to interpret by sound.

Verdan's apparatus, it is claimed, entirely prevents parasitic currents from interfering with the transmission of signals. Practical experiments are soon to be made with the new appliance between Nice and Ajaccio, Corsica, and it is supposed that as a result, the cable between France and that island may be dispensed with.

Some experts are inclined to the belief that the Verdan apparatus will enable the one remaining difficulty in wireless telegraphy, compared with submarine cables, to be overcome. Should the new invention prove successful it is anticipated that the cost of international telegraphic transmission will be reduced to a nominal figure, as the cost of the appliance in comparison with that of submarine cable is absolutely nominal.

RADIO FOR TRAINS.

Canadian National Railways Use It.

The Canadian National Railway system is the only transportation system in the world using radio as a regular part of its service.

All passenger trains of the company between Vancouver and Montreal are equipped with radio receiving sets. These sets have from eight to twelve pairs of headphones and each set also has a loud speaker. The sets are located in the observation cars and concerts are received while the trains are on route across

Canada. It is not unusual to receive concerts from eight or ten different broadcasting stations during an evening. The sets have proved very popular with passengers and the observation cars are crowded during the hours concerts are being received. News and market reports are also received in this way.

In addition, the company operates powerful broadcasting stations in Montreal, N. B., Montreal, Ottawa, Toronto, Winnipeg, Saskatoon, Regina, Calgary and Edmonton. The various call letters are Moncton, Cnrc; Montreal, Cnrm; Ottawa, Cnro; Winnipeg, Cnrr; Toronto, Cnrt; Saskatoon, Cnrs; Regina, Cnrg; Calgary, Cnr; Edmonton, Cnre. These stations have been heard as far west as Honolulu and New Zealand; by McMillan's exploration party on board ship within the Arctic circle; Cuba in the south and Great Britain in the east. All hotels of the company are equipped with radio receiving sets.

The photographs given here show (1) passengers listening to a radio concert in the observation car of a Canadian National

BORNEO AND BROADCASTING.

Hearing "Big Ben" Strike.

The attention is forcibly attracted by the statement that 2LO—the London Broadcasting Station—has recently been picked up in far away British North Borneo. The listener, who was Mr. C. F. N. Wade, Superintendent of Telegraphs at Jesselton, recently heard on one occasion music and a speech, on a second the striking of the 10,000 miles distant Big Ben at 11 p.m.

This simple statement of fact a few short years ago would have staggered the imagination. In those more sophisticated days, however, it causes little wonder, although it is, as far as is known, a record long-distance "pick-up" of any British station. It does, however, open up possibilities in the mind of what broadcasting may shortly mean to exiles from home in the distant East. The lonely planter in Malaya, or Borneo, or some other remote spot to which his work takes him, the up-country district officer, far from his kind, the minor engineer, will be able to relieve the monotony of their lives by listening in their hours of leisure to speech and music from home.

started on the day's work, and others are also commencing their activities for the day. The daily round, the common task done, and relaxation in the foremost need London workers are just getting into their day's stride, and, there being few at home who can spare the time to listen, there is hardly any broadcasting done. There is no doubt, however, that when wireless has been perfected to such a pitch that reception is possible to the ordinary man in the Far East—such perfection appears imminent—the English stations will not forget the exile from home, and will provide programmes to synchronise with his hours of leisure. —*China Express and Telegraph.*

MORE COLLEGE COURSES.

Station Wbz broadcasts a triple college course, under auspices of the Massachusetts department of education. The subjects are short story, French and foundation of modern music.

WJAX IS NOW WEAR.

Station Wjax has changed its name to Wear. The Union Trust Company of Cleveland has sold the Station to the Goodyear Company of Akron. As Wear, the station will be put on higher power and may eventually be moved to Akron.

HEARS OWN PLAY.



Mrs. Henry Harsheim, of Cincinnati, O., had been directing rehearsals for a radio dramatization of "Monsieur Beaucaire," to be given over WLW, when she fell ill. But her time in the hospital did not keep her from hearing the play when it was finally presented. A special receiving set was installed for her benefit.

FINGERS ACROSS OCEAN.

Scotland Yard and the New York police force are untiring in an experiment on the transmission of photographs and fingerprints by radio. These are being sent from New York to London and back.

CALIFORNIA HAS MOST.

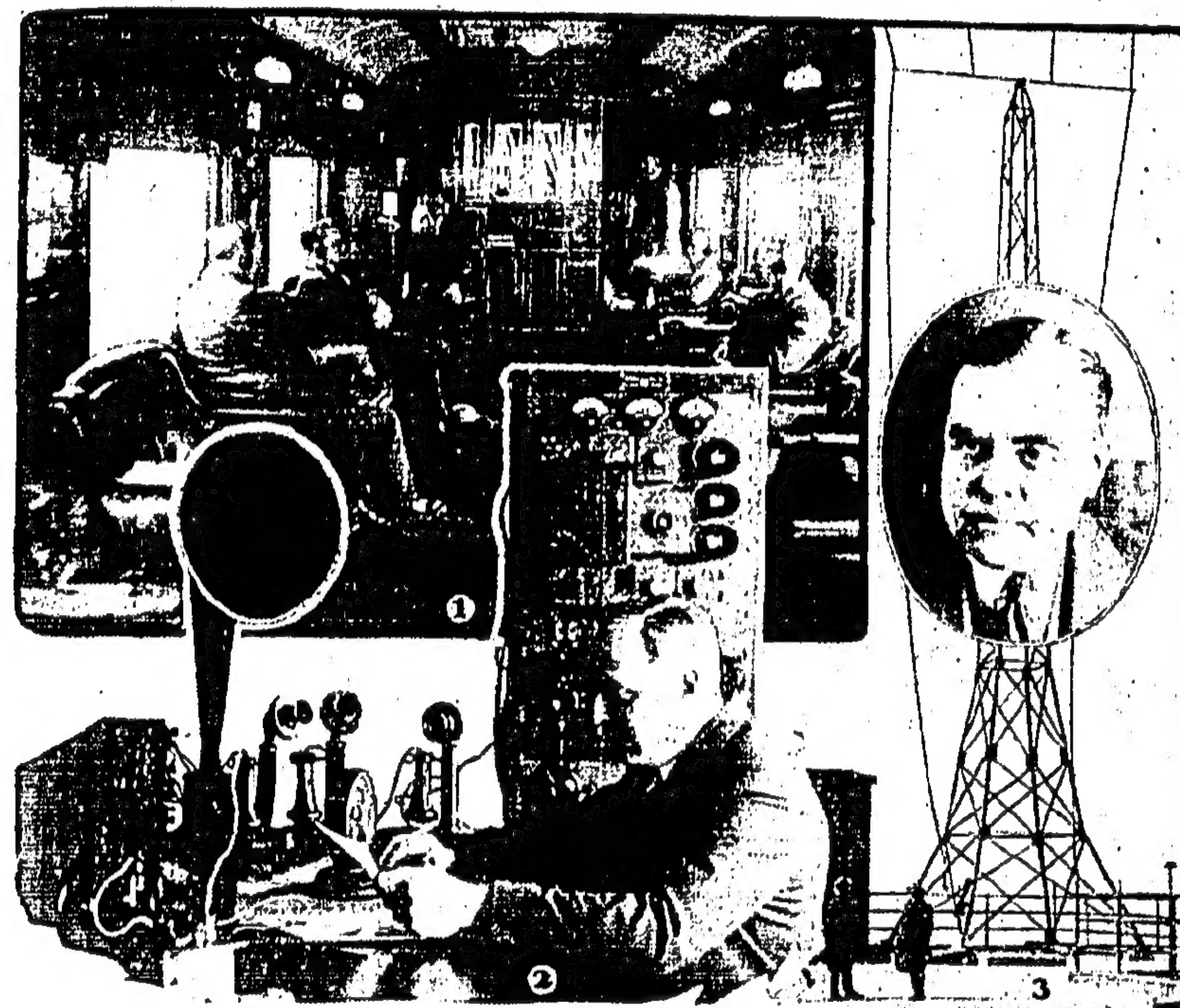
California has more broadcasting stations than any other state, according to the Department of Commerce. There are 43 stations in that state. The next in line is Pennsylvania with 37.

EXPLAINS INSTRUMENTS.

Victor Saudek, director of the orchestra at Kdka, Pittsburg, is broadcasting a series of talks on musical instruments and their part in an orchestra. He illustrates his talk with selections played by the instrument under discussion.

RADIO LURES GIRLS.

Dance music broadcast from Cleveland, O., so entranced two Detroit girls that they took the first train for that city. Police met them at the depot and held them for their parents.



Railways' train; (2) Mr. Tom Moore, President of the Trades and Labour Council of Canada talking into the microphone at a Canadian National Railways radio broadcasting station; (3) one of the towers of station CNRO, the broadcasting station of the Canadian National Railways at Ottawa, and inset Mr. W. H. Swift, Jr., radio engineer of the Canadian National Railways.

The fly in the ointment at present is that to hear a London evening programme, the listener in the Far East must rise in the small hours of the morning, and these are not the hours for relaxation. Then, if the district officer is not still abed, he is probably up and preparing for a journey of inspection to some distant corner of his area; the planter is busy getting his coolies

Announcement

The Tsang Fook Piano Company beg to announce, that for the convenience of their patrons, and to facilitate business, they have acquired premises at 8 Des Vœux Road, entrance Ice House Street, which will be fitted out as Piano Show Rooms and Office.

TSANG FOOK PIANO CO.,

SHOW ROOMS

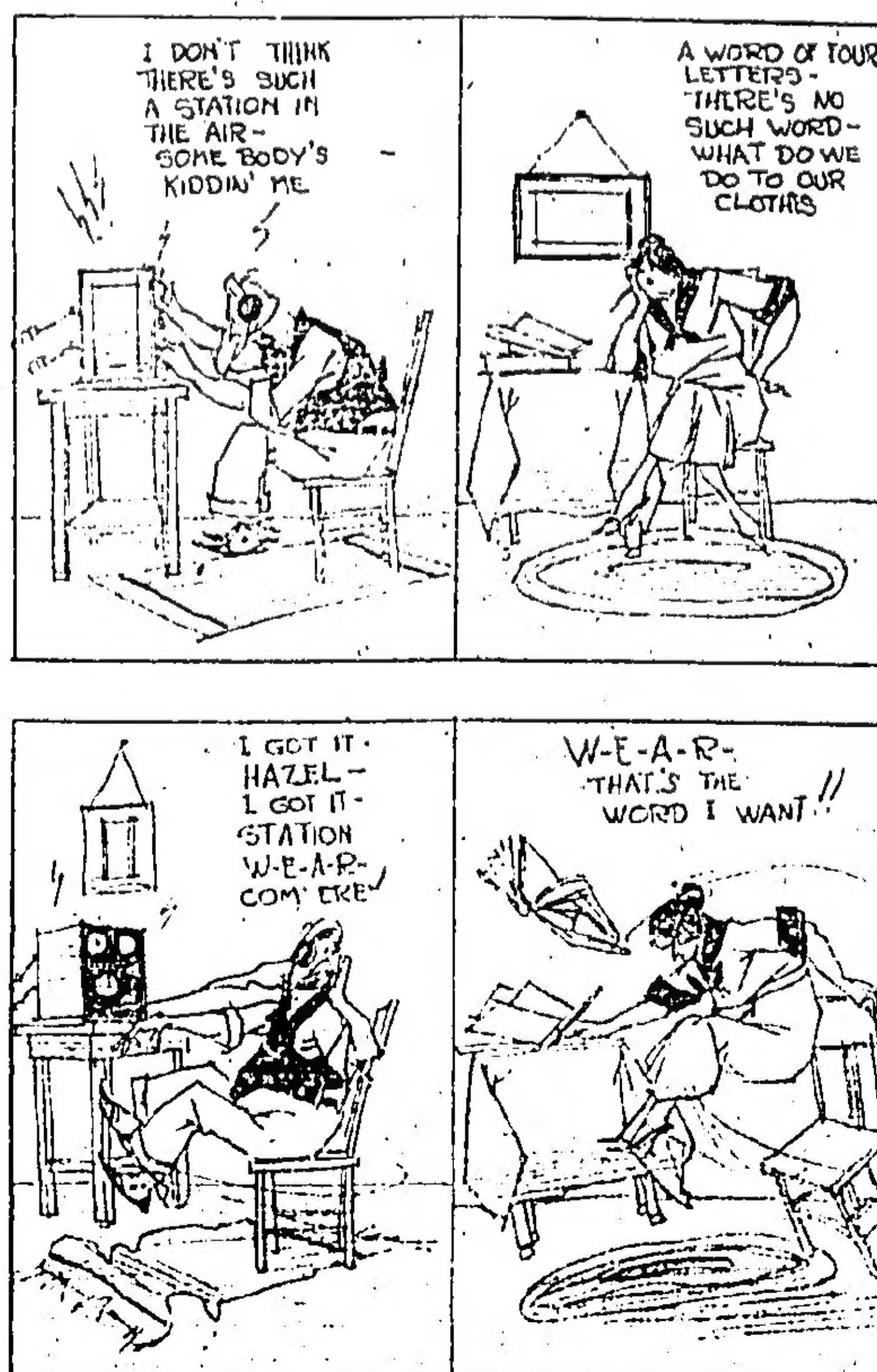
8, Des Vœux Road Central.

Telephone 4648.

FACTORY

92-94, Wanchai Road.

Tel. bone 2127.

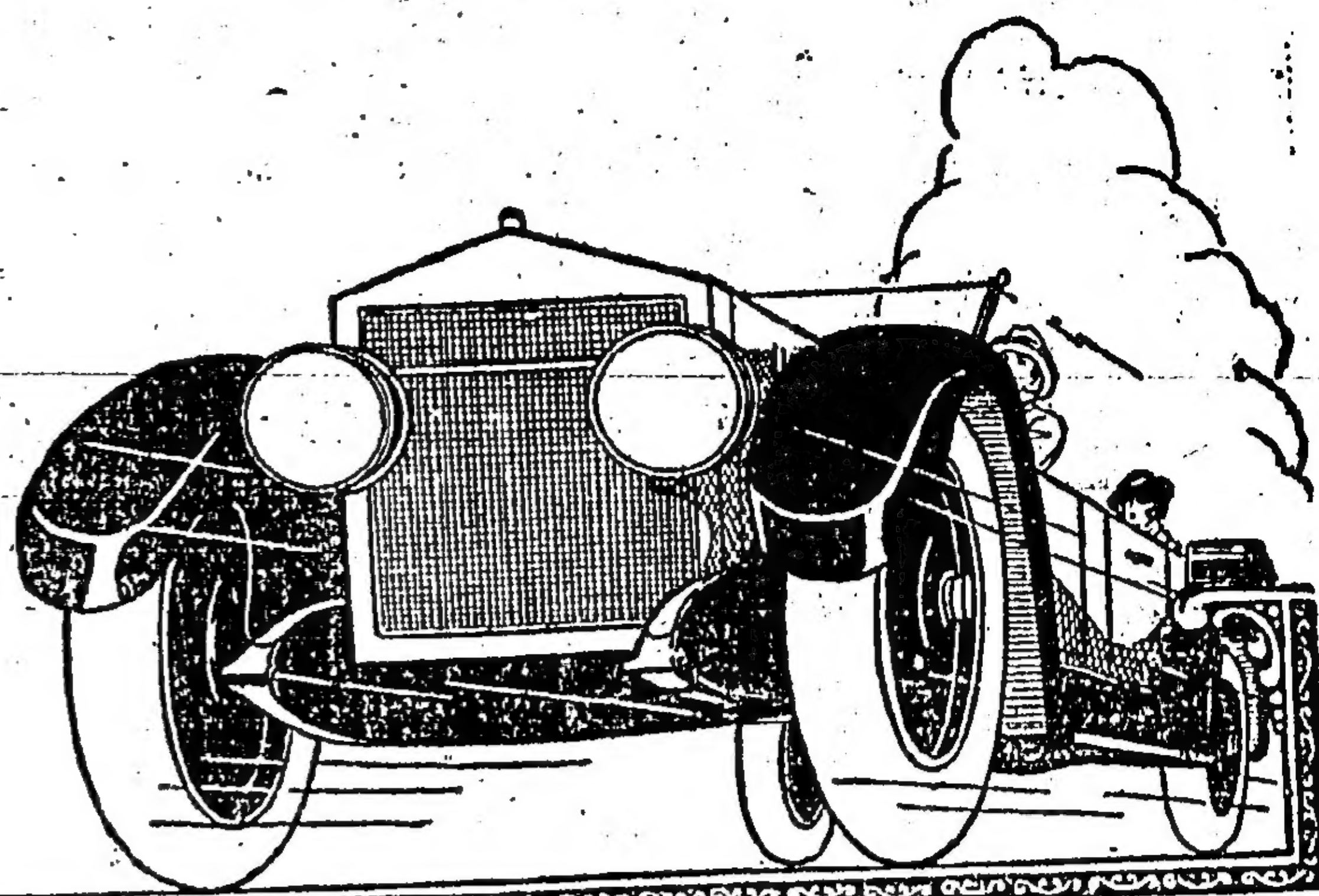
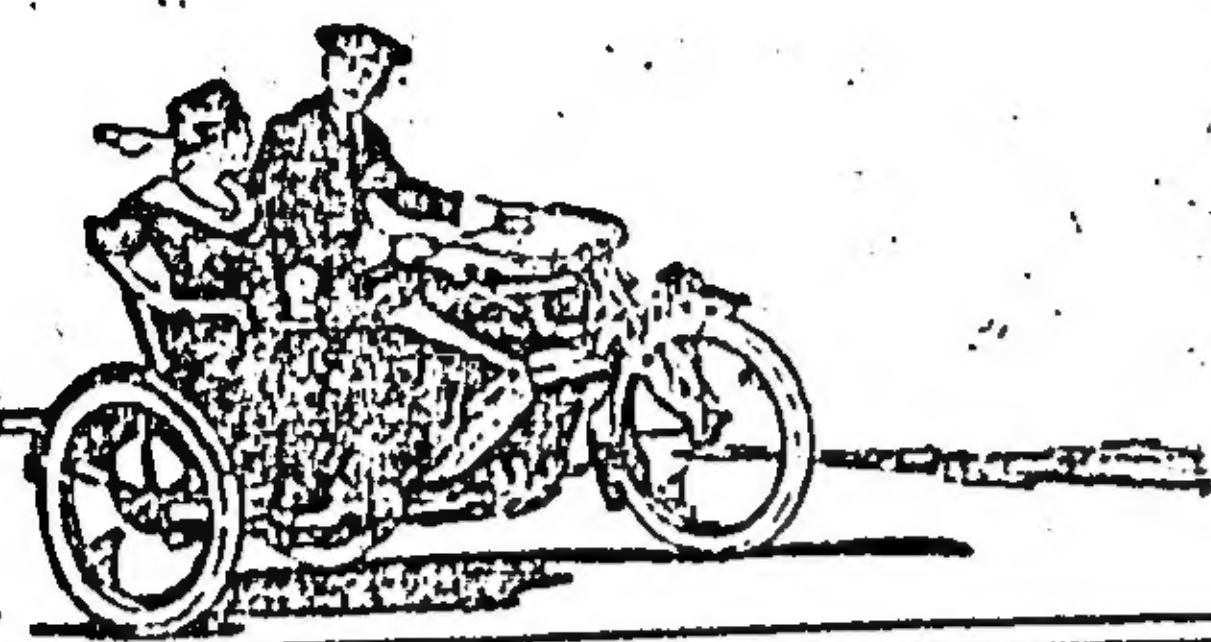


MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 7th March, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The lack of modern vehicle transport facilities between Hongkong and the mainland unquestionably robs motorists of pleasure which would otherwise be theirs. In the past, the need for such a service did not arise, but with the advent of motor traction the motor has now become one of urgent necessity. It is gratifying therefore to note that provision is made in the Harbour Development Scheme for vehicular ferries plying to Jordan Road, and we trust that it will not be many years before such a service is in operation.

At the present time, the slow process involved in taking one's car over the harbour deters many motorists from enjoying a spin in the New Territories or vice versa; whereas, if it were possible to drive direct on to a vehicular ferry a large number would undoubtedly take advantage of such provision.

It must not be thought, however, that mere pleasure is the strongest argument in favour of vehicular ferries, for the question of the rapid transport of merchandise is of paramount importance. Cargo which is unshipped at Kowloon has now to be taken from the ship or godown, and re-shipped on junks in order that delivery be effected on the Hongkong side. Experience has taught that this is both an expensive and dangerous practice which would be eliminated to a very large extent, were it possible for motor lorries to take their load in Kowloon, and, in one operation, deliver it to its destination in Hongkong.

Now that it has been officially recognised that a demand exists for vehicular transport facilities, there should be no undue delay in modernising the harbour in this respect.

According to a count made by members of the Shanghai municipal traffic department, 5,338 vehicles passed the Nanking and Soochwan Road corner between the hours of 8.30 a.m. and 10.30 a.m. on the morning of January 17th. It would be interesting to hear how many vehicles passed Pedder Street at Des Voeux Road during one of the busy hours.

One of the Police Department motor vans used for the transportation of prisoners was noticed on Garden Road the other day, followed by one of the Hongkong motor ambulances. It was interesting to observe that the police vehicle was equipped with balloon tyres! When will the comfort of sick and injured people be adequately catered for?

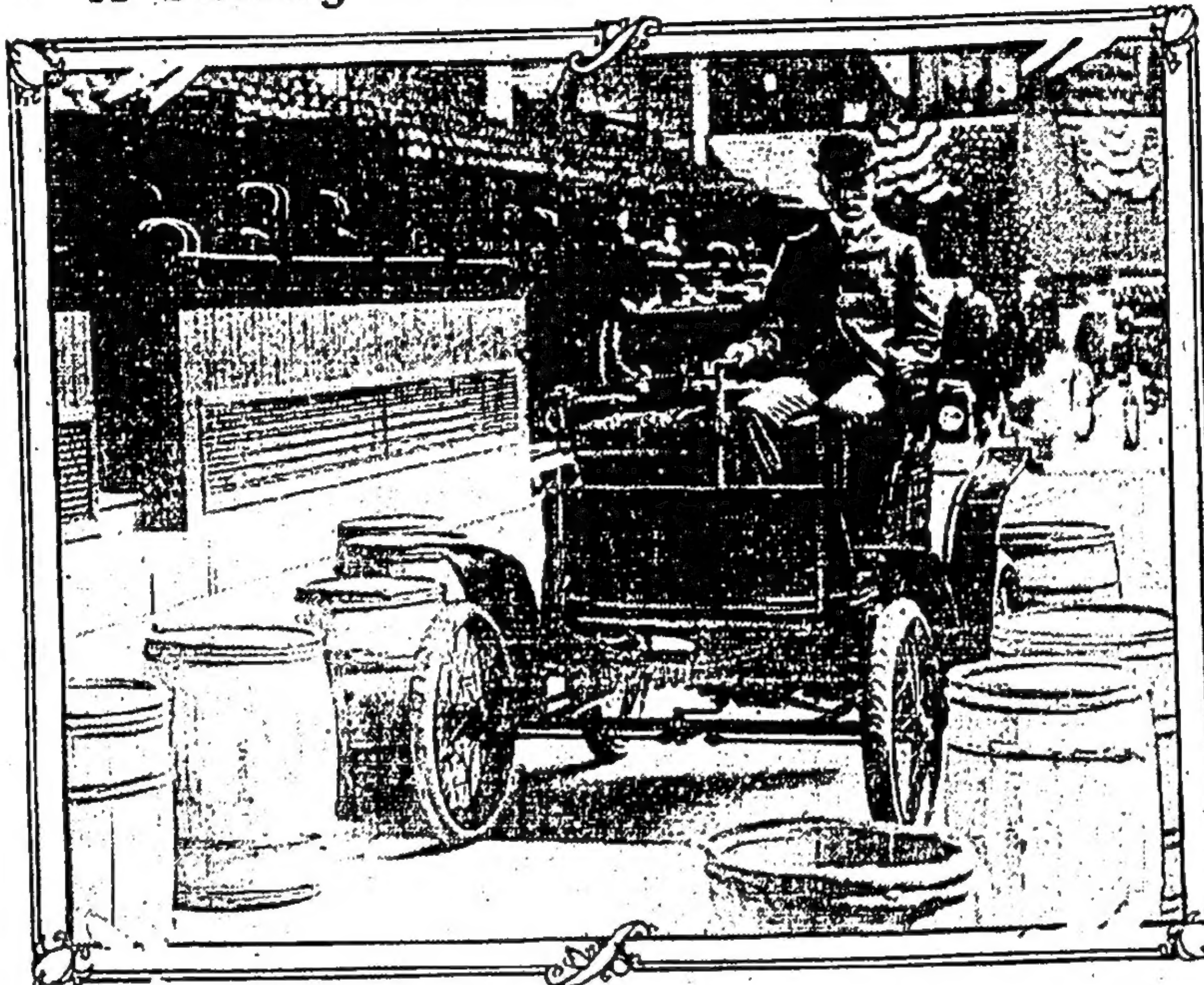
The Wong-nai-cheung Road is now closed as far as Bowen road owing to the necessity for complete re-laying. The job appears to be no small matter, and it will probably be some time before traffic is allowed on it again.

Concerning the question of public hire vehicles, we trust that the matter of frequent inspection by the traffic department is efficiently attended to. Some time ago we urged that specially trained officers should be appointed whose sole duty would be to keep a watchful eye on all vehicles licensed for the public use. In the British Isles and other countries, strict surveillance is maintained, in the interest of public safety and health, but from observation, it would appear that Hongkong is not very well guarded in this respect. We contend that special inspectors should be appointed, empowered to order any public vehicle off the streets should it be found to be in an unserviceable condition.

It is not an uncommon sight to see a taxi driver in England busily engaged in cleaning up his vehicle whilst waiting for a fare on the stand. Possibly this is too much to expect in this part of the world, unless a reward of some sort be offered to the driver whose machine was adjudged to be in the most presentable condition at the end of every month.

The first of the special "Thornycroft" buses to be used on the run between the Hongkong and Repulse Bay Hotels has arrived in the Colony, and had its trial run on Wednesday last. These will prove a valuable addition to the White buses which have rendered such good service during the last few years. The augmented service will fill a real want during the coming summer.

THE GAUNTLET OF BARRELS. A Steering Test Twenty-five Years Ago.



The above photo vividly demonstrates the progress made in Motor Engineering. The test shown was devised to assure prospective purchasers that the steering could be relied upon!

STRENUOUS TEST.

ANNUAL 330 MILE EVENT.

(BY CHILTERN, IN THE "LONDON DAILY NEWS.")

London, December 29:—In a gale which must at times have blown with a velocity well up to the 70 miles an hour mark 277 motor sportsmen successfully drove 337 miles, from Stearns to Exeter, and back to Stearns, on Boxing Night and Saturday in the Motor Cycling Club's annual winter reliability run.

The weather conditions were probably the worst that have ever been known in the history of the event.

Twenty-four hours of night-mare driving is its best description. Most competitors on motor-cycles and sidecars were weather battered, sodden masses of mud when they checked in at

the Bridge Hotel, Stearns, lucky men to have survived. So extraordinarily bad were the conditions that 81 competitors retired through one cause or another.

CARS LIFTED BY WIND.

The gale swept over Salisbury Plain with a ferocity that is rare even for that wild stretch of road. Big cars were lifted up off the road when they broke out of the shelter of banks and met the full force of the wind again.

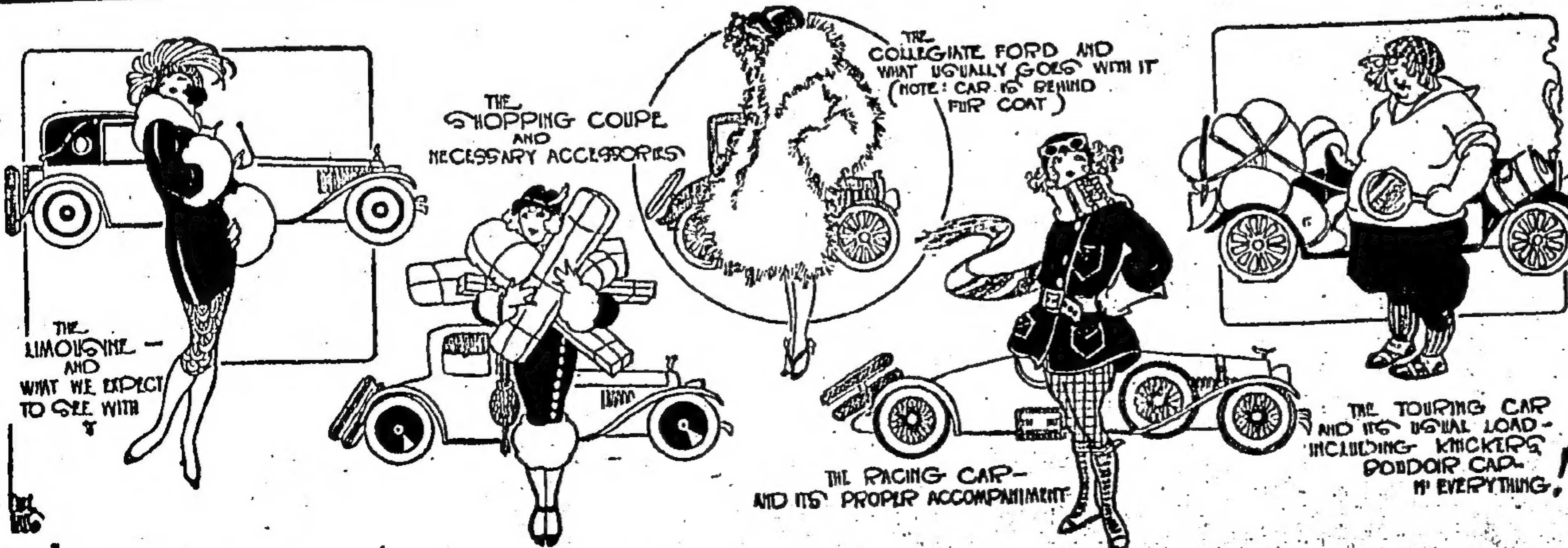
One car, making up time near Shaftesbury at about 3 a.m. on Saturday ran into a deep flood at speed. A huge wave, like a breaker on a sea shore after a gale, curled up over the radiator, bonnet screen, and even hood. With the owner blinded by the wave and the force of the impact the car lurched to the left, and when a yard from a brick wall the driver evidently recovered his vision and the vehicle slowed back into the road. Motor-cycle magnates galloped out, literally washed out.

COMFORT ON THE ROAD.

FATIGUE SAVING EQUIPMENT.

Largely owing to the energetic publicity afforded by the Autocar, more and more British small cars are becoming equipped with the fatigue-saving, low-pressure tyres. For small cars particularly, these tyres are now becoming accepted by British users as one of the greatest benefits introduced in modern times. For rough overseas tracks, also, they should prove ideal. After prolonged tests, the Autocar sums up the advantages of the large-size, low-pressure pneumatic tyre as follows: Greater comfort, higher average speed (due to possibility of traversing rough surfaces without slowing down), better grip on wet and loose roads, improved braking effect, slightly less maximum speed, rather heavier, apparently very good wearing qualities, higher petrol consumption in traffic and better appearance.

EMBELLISHING MOTOR CAR "ACCESSORIES."



SHELL
for reliability
and reserve
power

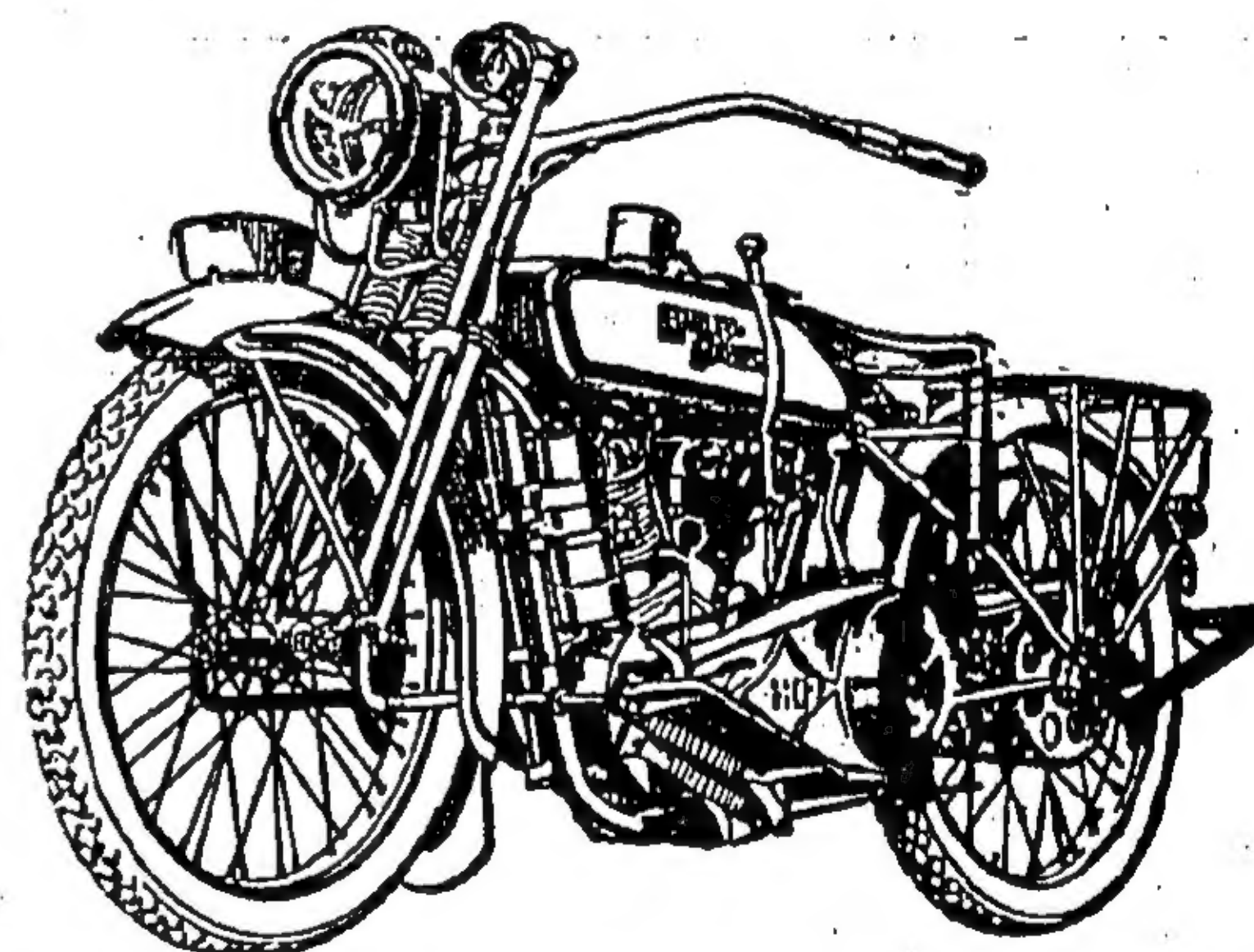
EVEN with a faultless ignition, the modern high-compression engine pinks — an acceleration — when driven by an inferior spirit.

Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

Harley Davidson



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY.

SHEWAN TOMES & CO.

Sole Agents, Tel. C. 781.

IN CASE OF ACCIDENT.

DON'T LOSE YOUR HEAD.

Everybody with a grain of sense seems to know what to do in case of fire, but there are still no fixed rules for behaviour when cars or pedestrians collide, and many are of the opinion that lives could be saved through more definite procedure following the accident. Several of the major suggestions selected from various sources are as follows:

Never argue over the matter of responsibility for the accident when there are more important things to be considered. In the calm light of afterthought any accident of collision looks different to the participants. Be familiar with the location of local hospitals and their emergency entrances.

First move your car over to the curb, where it will be out of the way. If there are other cars passing ask some one to take you and the injured one to the hospital.

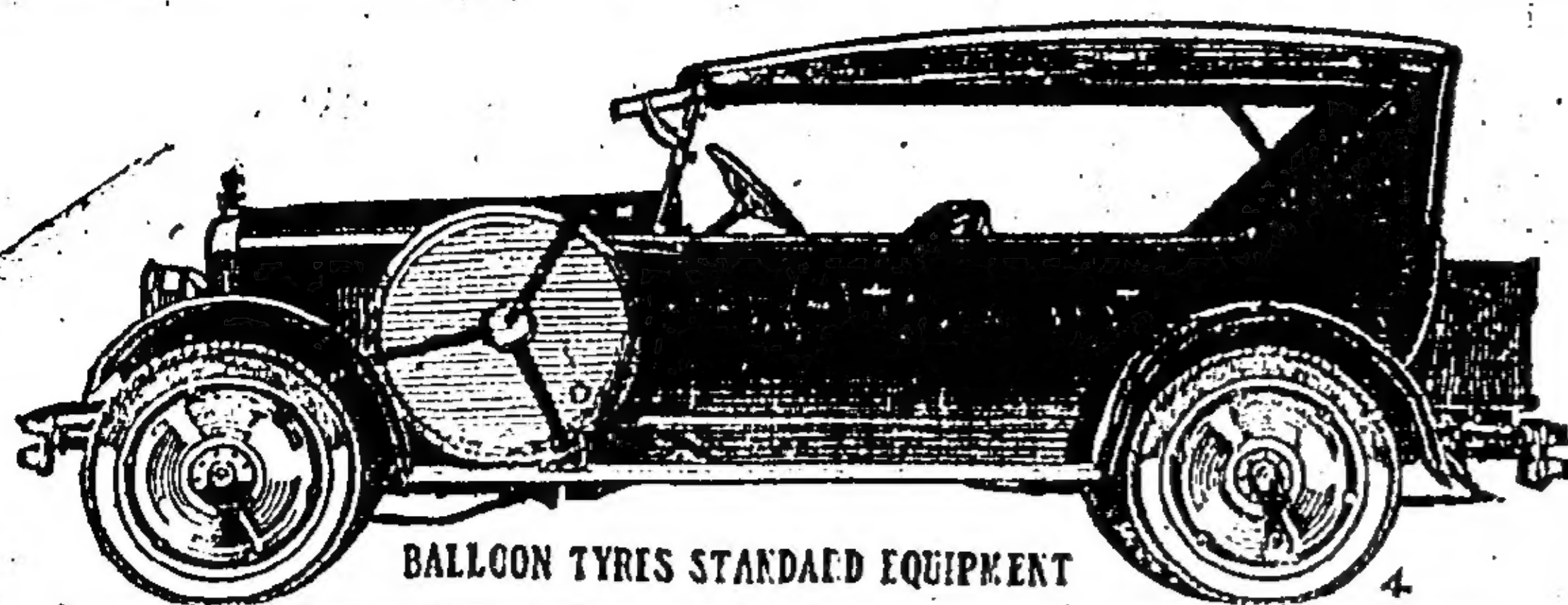
In such a predicament you are in no condition to drive. You might easily have a second collision on the way.

Co-operate to the fullest extent. It is a strong point in your favour.

Be sure to report the matter to the police immediately upon looking after the victim.

And don't talk!

The police will get names of eyewitnesses. The driver who gives too much attention to getting witnesses in his favour is suspected of trying to frame an alibi to cover his carelessness.



BALLOON TYRES STANDARD EQUIPMENT

JEWETT SPECIAL*A Thrifty Six Built by Paige***The Jewett Has Taken the Worries out of Motoring**

If you contemplate buying a motor car, consult a Jewett owner—ask him how well satisfied he is with his Jewett.

If all the merits of a Jewett were thoroughly understood by prospective motor car buyers, the sales of Jewetts would be doubled.

The many exclusive engineering principles of a Jewett have transformed the motor car from a complicated piece of machinery designed for the mechanic to a simplified means of locomotion with no worries for the layman.

Arrange for a personal demonstration.

JEWETT SPECIFICATIONS:

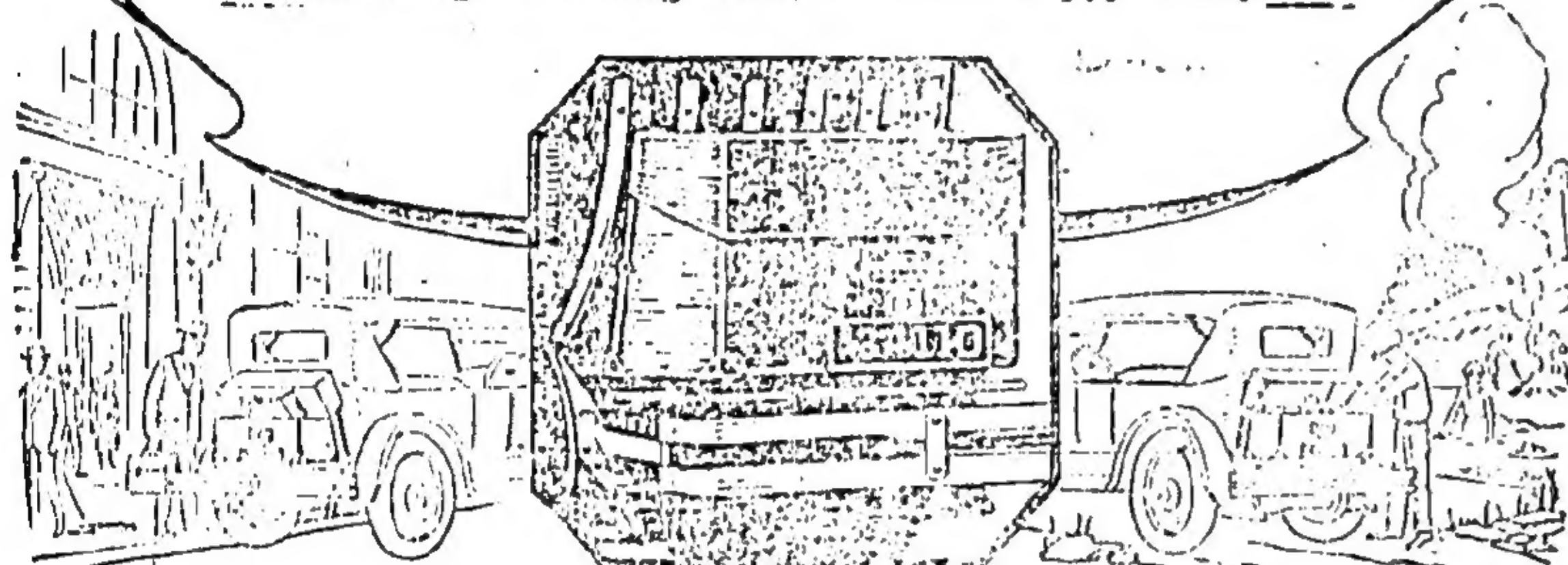
Engine—6 cylinder, $\frac{3}{4}$ x 5 $\frac{1}{2}$ lubricated by high pressure oiling to main and connecting rod bearings; two unit electrical starting and lighting, thermostatically controlled automatic spark advance; Paige-Linker axle; extra heavy 6 inch "D" beam steel frame; improved type four speed transmission; dry plate clutch; special alloy steel springs, 16" in front, 54" in rear; all steel universal joints; force-feed chassis lubrication.

Special models furnished at slight extra cost with additional equipment: Special Robinson blue field, with upholstery to match; spare cord tire, tube and protector; bumpers front and rear; nickel-plated radiator and motor; trunk and trunk rack (except on two-seater); automatic windshield wiper and rear view mirror; rear stop signal; sun visor; parking lights on cowls; disc steel or wire wheels optional on all models at slight extra cost.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1243 or 1247.

33, Wong Nei Chung Road, Happy Valley

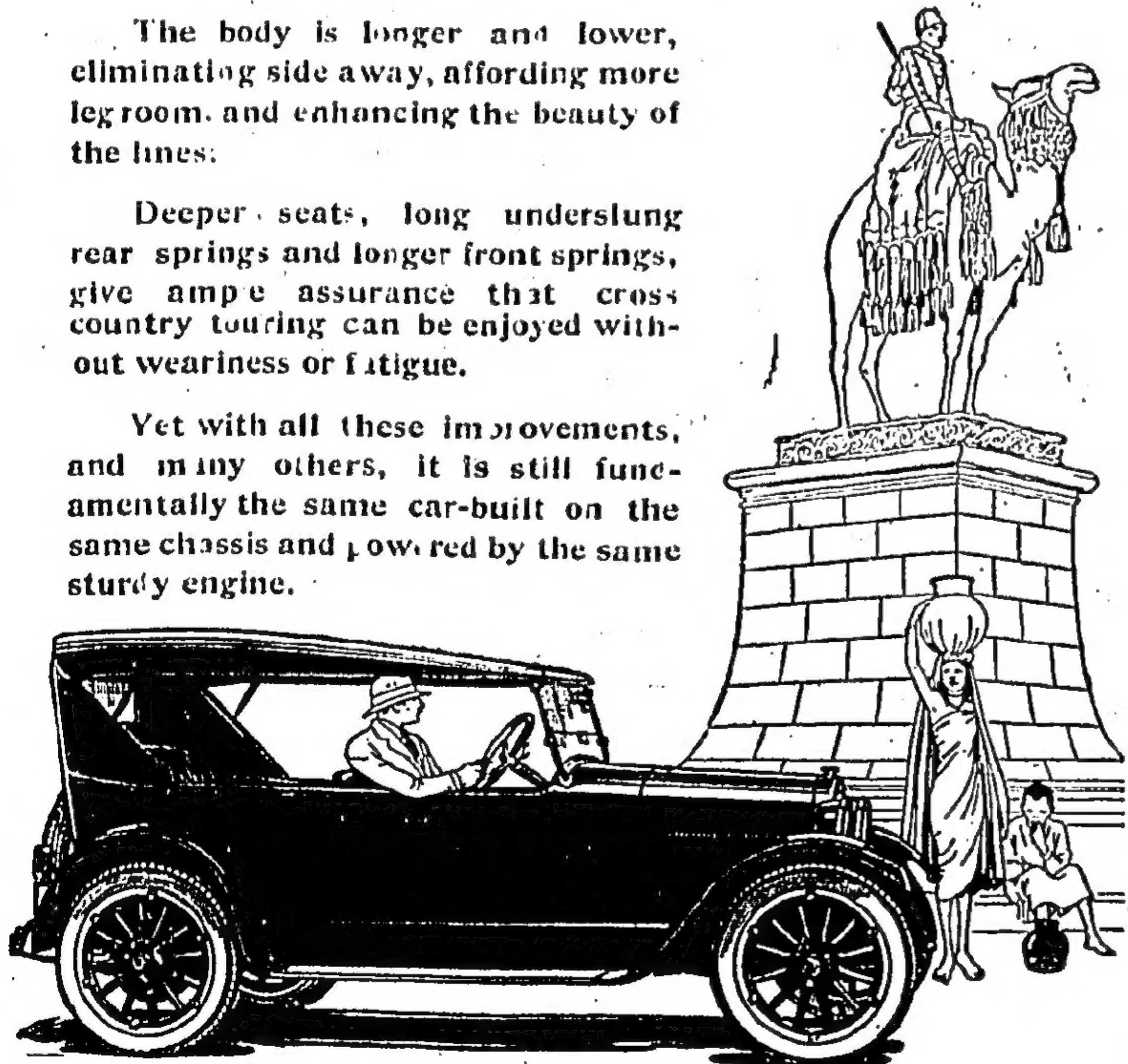
**EXCEPTIONAL RIDING COMFORT**

The new Dodge Brothers Touring Car is exceptionally comfortable to ride in; it is good looking; and it incorporates many important refinements of detail.

The body is longer and lower, eliminating side sway, affording more leg room, and enhancing the beauty of the lines.

Deeper seats, long underslung rear springs and longer front springs, give ample assurance that cross-country touring can be enjoyed without weariness or fatigue.

Yet with all these improvements, and many others, it is still fundamentally the same car-built on the same chassis and powered by the same sturdy engine.

**The Dragon Motor Car Co., Ltd.**

Registered Head Office and Show Room:

33, Wong Nei Chung Road (Happy Valley). Telephone Central 1243 or 1247.

WARNING CARELESS MOTORISTS.

A Novel Idea From New York.



This wrecked motor car was placed on a busy thoroughfare in New York with a sign on it as a warning to careless motorists to do a little thinking while sitting at the wheel of their car.

THE BRITISH MOTOR INDUSTRY.**PROSPECT AND RETROSPECT.**

The year 1924 saw the British motor industry revealing obvious signs of recovery from the long and deep depression caused by the general slump in trade. A certain number of firms of insufficient financial strength had been eliminated. Others, that had undergone temporary difficulties, were in course of reconstruction. Everywhere there was a marked tendency towards price reduction and output in sufficient quantity to make this commercially possible. Almost equally general was the tendency to reveal in all the main features of new models a marked interest in the needs of the overseas markets.

The troubles of the industry were not, however, altogether overcome. In the commercial vehicle branch there still remained on the market a considerable number of surplus Government vehicles marketed at prices with which no manufacturer could possibly compete on equal terms. On the whole, however, this unfair competition was already distinctly on the wane, most of the best surplus vehicles having been absorbed, while the performance of many of the cheaper machines had been such as to discourage further purchases. In general, the private car branch of the industry was in a far stronger condition than the commercial vehicle branch, having benefited considerably from the import duties known as the "McKenna duties," imposed on cars imported into Great Britain. In respect of the commercial vehicle, the home markets had never been safeguarded in a similar manner. Fortunately, the McKenna duties had by this time gone far towards achieving their main object, namely, the re-establishment of the British industry in its own home market. The duties had been re-imposed year by year, but in 1924 the Labour Government then in power, adhering to a policy very different from that adopted by Labour parties in other parts of the British Empire, decided to discontinue the duties. The decision to adopt this policy led to a somewhat severe temporary setback to the industry, accompanied by a considerable decrease in production from many factories and a corresponding increase in unemployment. Had the duties been removed a year earlier, the consequences would probably have been fatal in many quarters. As it was, the position had been sufficiently strenuous to turn what might well have been a tragedy into nothing more than a misfortune. Further price reductions, not justified on ordinary commercial grounds, were rendered necessary in some quarters, and this meant a rather artificial state of affairs temporarily beneficial to the purchasing public, but had both for workers and the shareholders in the industry.

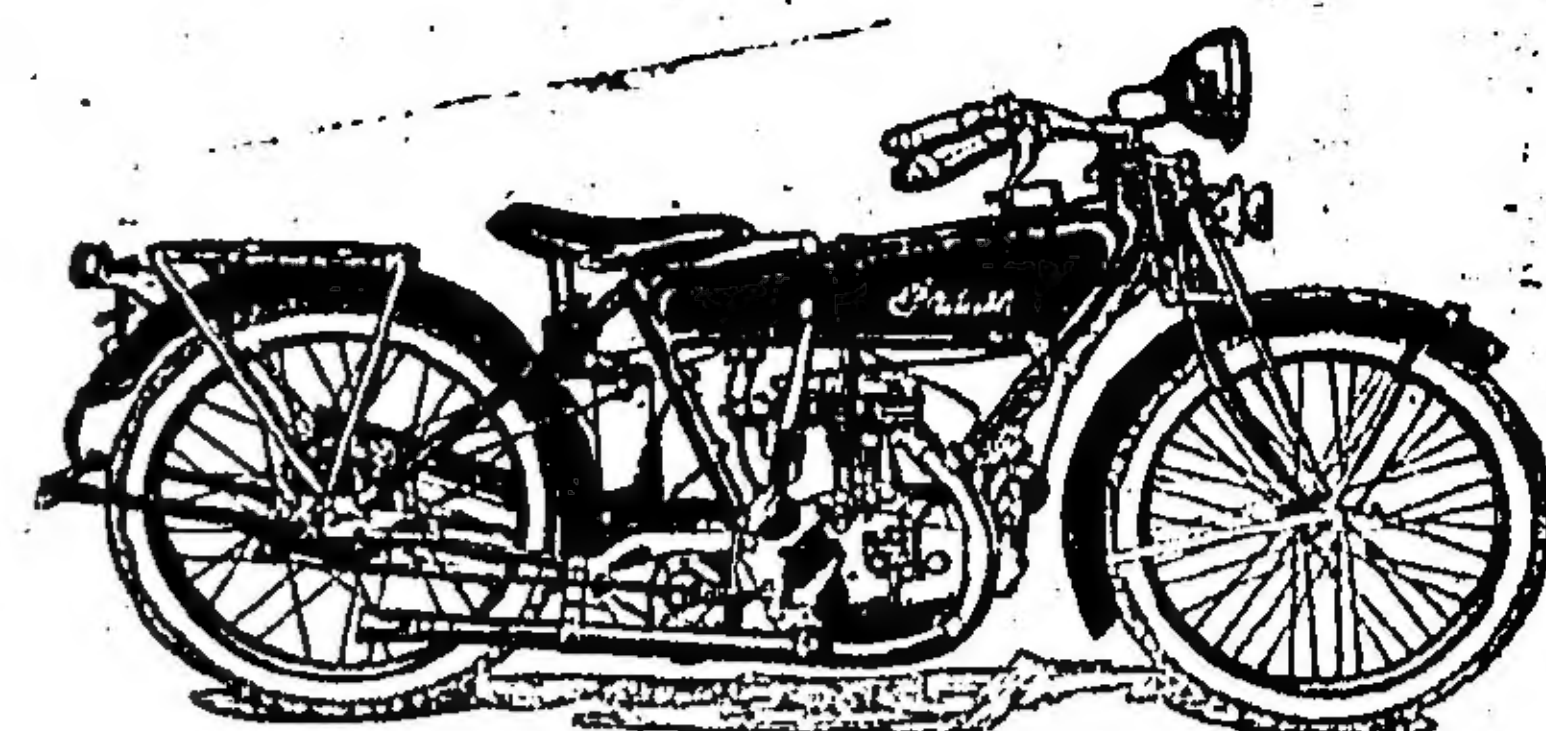
However, throughout the year a really healthy and steady demand continued to develop and speaking generally, the reputa-

tion of the British car, as compared with its foreign competitor, continued to improve. During the year the first all-British motor exhibition was successfully organized. This took place in Australia and the results were such as to justify the hope that the experiment would be repeated there and elsewhere. Moreover, British manufacturers for the first time got together with a view to conducting a campaign at home to encourage the British public to buy British cars. Statistics are always dangerous things, but it is at least interesting to notice that despite the removal of import duties imports of foreign cars into Great Britain have steadily decreased since this propaganda commenced and it must certainly appear that an atmosphere has been created in which Britishers at home, as a rule, disposed to show a clear preference for British vehicles.

For the time being, this propaganda, which has been conducted mainly through the Press and has involved considerable expenditure has been limited to the home market and has been based primarily on the question of employment, the argument being that the British motorist, who is also a taxpayer, is better advised to pay for keeping men in work than to make his purchases abroad and then have to contribute towards doles for the unemployed.

Looking ahead, this argument may gain a wider application. The Government now in power is certainly anxious to do everything possible to encourage Imperial trade by giving preferential treatment to the Empire overseas. So long as preference was all on one side and amounted to an unreciprocated expression of good will on the part of the Dominions and Colonies towards the Mother Country, the question of providing employment for his own fellow countrymen could not enter into the selection of a car by any motorist in the Empire overseas. Directly, however, that the idea of reciprocity takes a practical form, the position is changed, and it becomes really worth the while of the Dominion Governments to give substantial preference to British manufacturers in return for concession providing employment for their own people.

For this reason and also because of modifications in the type of car now produced, the prospects of improved overseas trade during 1925 are very favourable. It is no longer possible to argue that British vehicles cannot be had at strictly moderate prices, having regard to their quality, and with characteristics rendering them really suitable for general overseas use. The British types of light car have been developed into vehicles which will give really good and economical service for a long period wherever made roads exist. They have the advantage over all competitors in respect of cost of operation. For districts where made roads are lacking, there is now an ample choice among substantial British cars with which no fault can be found in respect of such points as wheel track, ground clearance, suspension, engine power or cooling. These cars, moreover, represent quite as good value for money as do any of their foreign competitors. As to the de luxe type of car, for which the market is necessarily limited, the popularity of certain British makes,

INDIAN PRINCE.

The only 2 $\frac{1}{2}$ H. P. Machine fully equipped: Electric lights, Horn, Amp, Meter, Mechanical Oil for less than \$500.

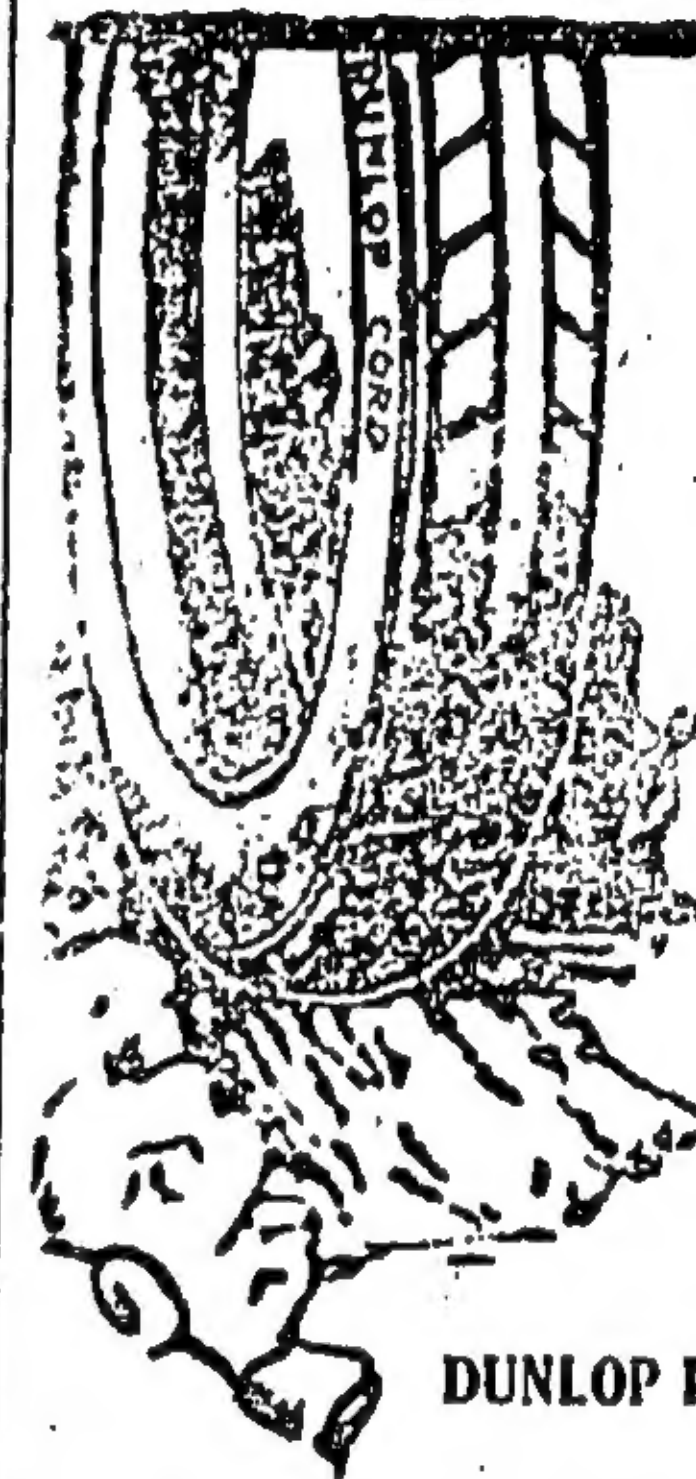
Seeing is believing.

Stock carried.

ALEX. ROSS & Co., (China) Ltd.

Bank of China Building, Hongkong.

THE LONGEST MILEAGE TYRE IN THE WORLD.

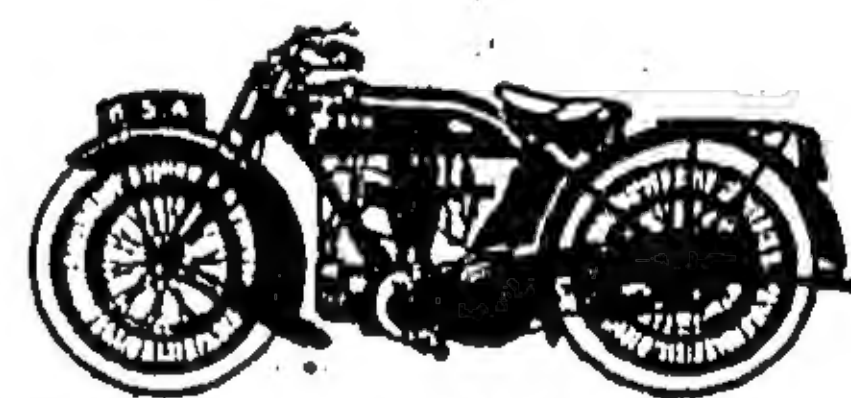
DUNLOP**CORDS.**

Dunlop grows its own raw rubber on its own estates in Malaya; weaves its own cotton fabric in magnificent Mills in Lancashire; and makes its own moulds.

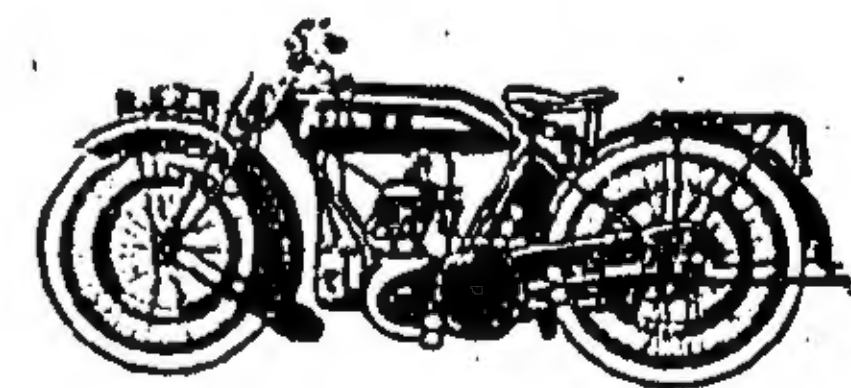
This control of material and quality has a great deal to do with Dunlop supremacy.

DUNLOP RUBBER CO., (CHINA) LTD. Phone C. 4554. DISTRIBUTORS.

THE HONGKONG HOTEL GARAGE.

B. S. A. MOTOR CYCLES

Famous For Reliability and Economy



Full Particulars from the Sole Agents.

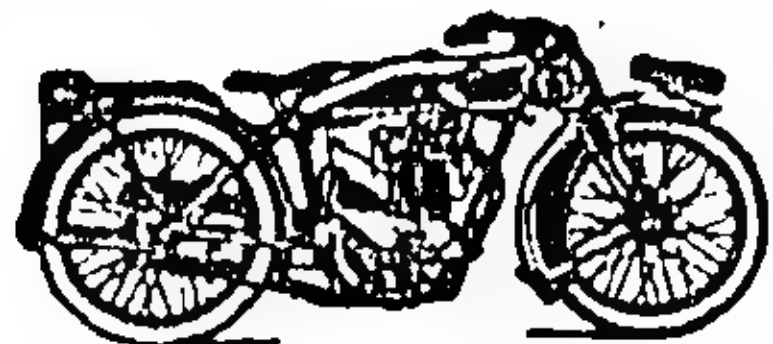
THE SINCERE CO.

even in the United States, speaks for itself. In respect of commercial vehicles, there has never been any question of the unsurpassed merits of the best-known British products. Thus, taking all the circumstances together, there is every reason to expect the year 1925 to be the best year for the British motor industry since the War. During the period immediately following the War, big prices were realized, but the position was thoroughly artificial and output was much restricted, with a result that apparent profits were really being neutralized by the loss of goodwill in the overseas markets. Now, profits may be comparatively small, but there is every prospect of overseas trade increasing rapidly, and the business that is being done is certainly being conducted upon a thoroughly commercial basis.

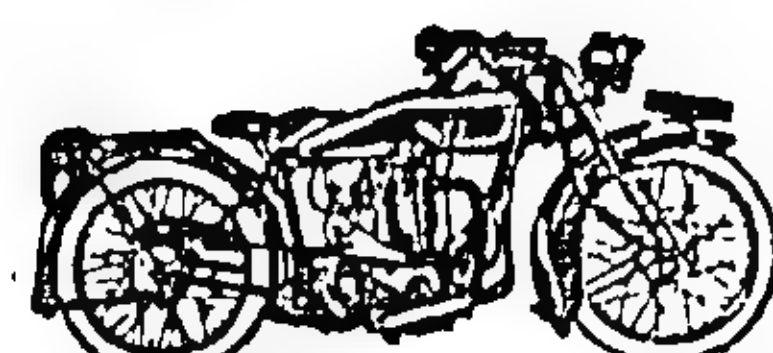
MATCHLESS

IN NAME AND REPUTATION.

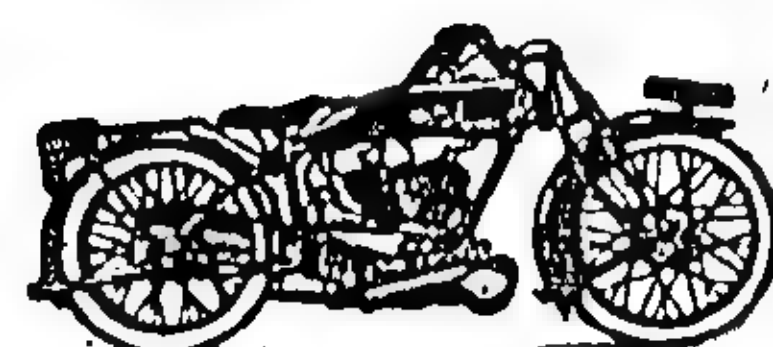
THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING.



3 h.p. high efficiency side valve engine.



5 h.p. Low Compression o.h.v. single cylinder engine.



8 h.p. J. A. P. latest type touring side valve 50° V twin touring engine.

All the above electrically equipped and complete with full kit of tools. Speedometer and Horn.

1925 MODELS NOW IN STOCK

Tel. 32 HONGKONG HOTEL GARAGE Tel. 32
THE HONGKONG & SHANGHAI HOTELS, LTD.



Yessir:—I Know Just Who Can Doctor Up Poor Little Flivver."

"—and I know that when the DRAGON MOTOR CAR COMPANY cures a car's aches and pains that car stays cured.

"Another reason why I'm going there is because I won't have to hook the family jewels to pay a big repair bill.

"Their up-to-date equipment gets the job done quick and saves me money."

The Dragon Motor Car Co., Ltd.

Export and Constant European Supervision.

Telephone C. 1246 or 1247.....A. J. Allison, Service Manager.

BRITISH SUCCESSES.

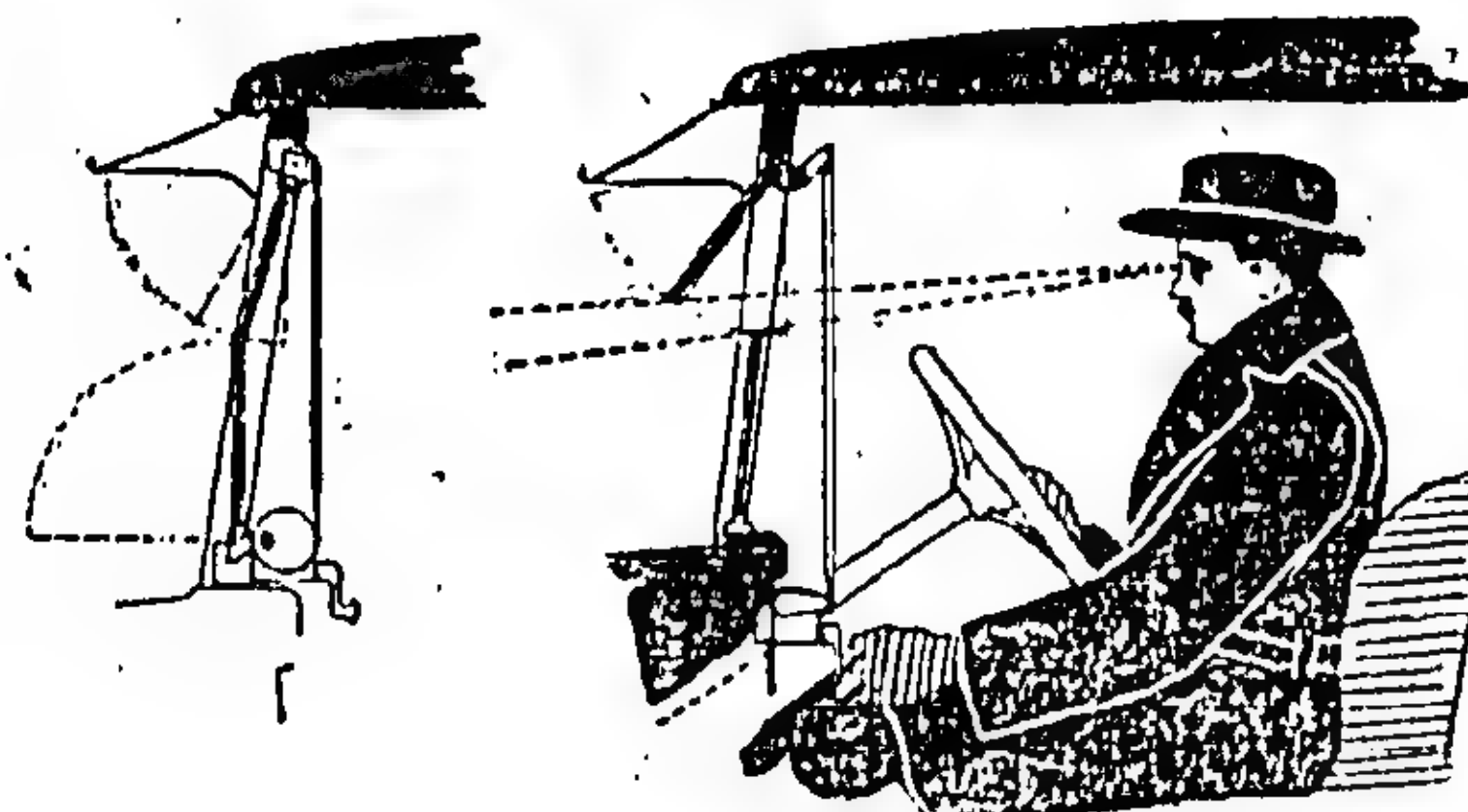
CONTINENTAL RACING.

The outstanding feature on the sporting side of motoring during last year was the sweeping success of the solitary Bentley 3-litre car against forty French rivals in the twenty-four hours' Endurance Race for the Rudolph Whitworth Cup at Le Mans on

June 14th and 15th. Following up on the success of British Sunbeam cars in the French Grand Prix (this firm is again entering a strong team for the same race at Strasbourg on August 3-4), these successes cannot fail to do much, says The Autocar, to enhance the prestige of high-grade British cars on the Continent, where high speed, allied with extreme reliability, attracts the widest possible attention.

PROBLEM OF THE WINDSHIELD.

SUGGESTED DEVICE FOR OPENING OR SHUTTING.



Straight ahead of you, as you sit in your car, is the part that has gained little attention and needs much correction. It's not the engine. It's the windshield.

Windshields, at the most, are a disadvantage. They impair clear vision. That's most important in driving, especially in bad weather and in congested districts. But, for the comfort of the driver and passengers, the windshield is a necessity. It keeps out wind, dust, rain. It helps keep the car enclosed, if it's a sedan.

How to compromise these two points is the problem automotive engineers are facing to-day. To afford clear vision, and yet keep the car enclosed.

ONE-INCH GAP. Clear vision requires no obstruction of glass between the driver and the ground ahead, of him. This means an open windshield.

To produce this effect, engineers have decided that a slanting windshield of a certain design can be opened an inch between the upper and lower halves to give the driver sufficient clear vision. It has been figured that the proper windshield, opened one inch, would afford clear vision of from 50 to 100 feet

ahead of the car, and up to 10 feet above the ground.

At the same time, a design has been formulated which, when opened, would also keep out rain and dust. The visor helps that.

THE IDEAL. To prevent rain being blown in from the lower half of the windshield, it is suggested that this part be tilted slightly forward, while the upper half be made so that it should tilt inward until it affords an aperture one inch high.

This is considered the ideal windshield. It is rarely seen, and then chiefly on high-priced closed cars.

The most general type now in use is the kind that has a slant of about 5 to 10 degrees toward the driver, from bottom to top, and that opens practically midway.

Another suggestion for improved windshield design, is the installment of a device that would help the driver open or shut the windshield with the least bother. A cranking device, worked from the dash, might achieve this. It would relieve the driver from taking both his hands off the steering wheel, while driving, in order to open or shut the windshield.

It is a troublesome task to-day that can be remedied.

FIRST-AID RULES FOR THE MOTORIST.

MANY HELPFUL HINTS.

The following "first-aid" suggestions are applicable to the most common forms of accident. As it is the duty of every one to know what to do for the injured, you should study these rules carefully:

Bruises and burns—Cover with any kind of clean grease or oil; wrap parts with cloth to keep out the air.

Cuts—Clean out the cut with strong warm salt water to which has been added a drop or two of carbolic acid; draw edges together with strips of plaster; bind with a clean bandage.

Dislocations—Don't attempt to set dislocated parts; send for the doctor. Place part in position easiest to sufferer; apply wet cloths.

Electric shock—Apply cold to head; mustard plaster to back of neck and another over heart; wrap patient in warm blanket and resort to artificial respiration.

Foreign bodies in ear—Syringe with plain warm water. If an insect, let patient lie down on opposite side and fill the ear with warm water. The insects will float out.

Foreign bodies in eye—Pull down eyelid; search out the object and remove it with the corner of a fine handkerchief, or with a little brush made by wrapping the point of a toothpick with absorbent cotton.

Fracture—Place patient in reclining position, bind limb in pieces of thin board made wet with arnica or salt water until the doctor arrives.

Sprains—Perfect rest. Apply ice water cloth to joint; finally use gentle motion and liniments to prevent stiffness.

FRENCHMEN PRODUCE SYNTHETIC GAS.

Paris.—Two Frenchmen report they have succeeded in devising a process by which synthetic oil and gasoline could be produced cheaper than the modern variety. They are André Bougeols and G. Olivier. They have been working on this process for several years in their laboratory at Asnières.

The fuel and oil are said to be derived from water and carbon. The gasoline obtained could be sold at one-third the price asked for it to-day, say the inventors,

and the oil could also be obtained at cheaper cost.

Plans are being made for construction of factories in various parts of France, where this oil and gasoline could be made.

INCORRECT BRAKING.

CHIEF CAUSE OF SKIDDING.

Motorists use their brakes too liberally. That's the chief cause for skidding.

An automobile will skid on slippery pavement when the front wheels are turned the slightest out of the forward direction, the clutch is out and the brakes are applied. The back wheels, supporting the heavier half of the auto in most cases, become locked, cannot hold against the pavement, and carry the car on in the original direction regardless of front wheel direction.

Even when the front wheels are directed straight forward, if the car is riding along on a slippery road that slopes to a ditch, releasing the clutch and applying the brakes mean danger. The back of the car in this case takes the easiest course—toward the ditch—and the best driver can't stop such a slide once it's started.

SLOPES DANGEROUS.

Here lies the real danger. Motorists are told to steer their cars in the direction of the skid. But if the car is skidding toward a ditch, and the motorist tries to steer his car that way he is sure to go in, one way or the other.

There is no escape from such a skid. There is a preventive, as there is for any kind of skid.

That is—drive carefully, turn slowly with clutch in, keep the engine pulling the car, apply the brakes slowly and carefully.

With the clutch engaged, the engine controls the car. Brakes may then be applied easily, without letting out the clutch. Then, if the rear does begin to skid, the engine will keep the wheels turning in an effort to drive them out of the skid.

TAKING CURVES.

Curves should be taken with the clutch engaged, and the gears in second, or low. The brakes need not be touched.

If the car is going at a good rate of speed and necessity for slowing up or stopping is seen ahead, take your foot off the throttle and let the engine slow up the car. The brakes may be applied and released with short, easy strokes of the pedal. But the clutch should remain in until the driver is certain just another slight touch of the brake pedal would bring the car to a complete stop.

The best precaution against skidding is to avoid a sudden change in direction. Turns should be made slow and as widely as possible.

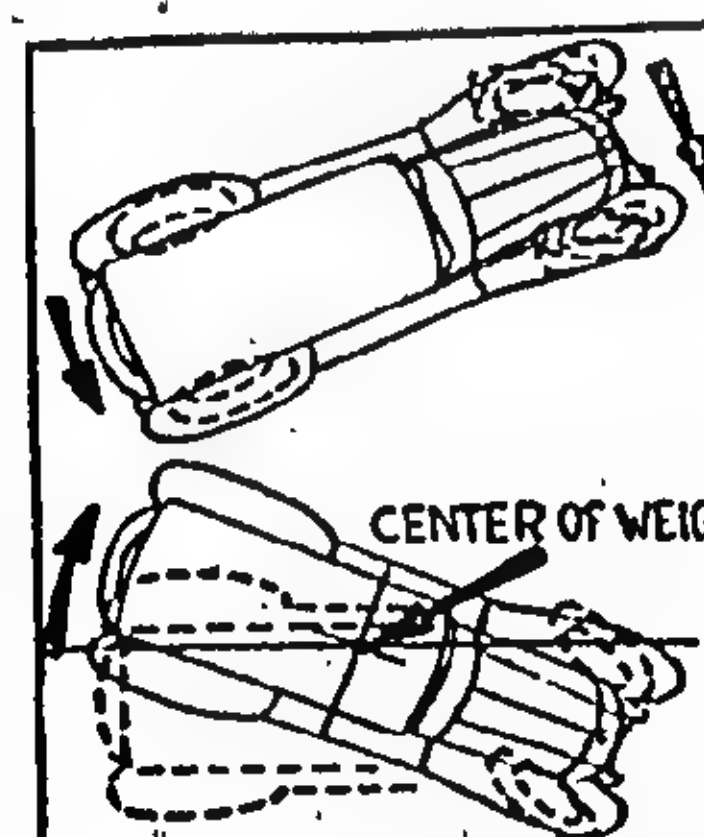
IN EMERGENCIES.

If the emergency arises at which a sudden turn must be made, take your foot off the throttle and apply both brakes, emergency and service while the clutch is still engaged. You will skid, but not as much as you would if the clutch were out.

Don't try to shift suddenly into low or reverse. There would be nothing left of your gears if you did.

Keep shy of street car tracks, but if you happen to slide into them, this is how to get out:

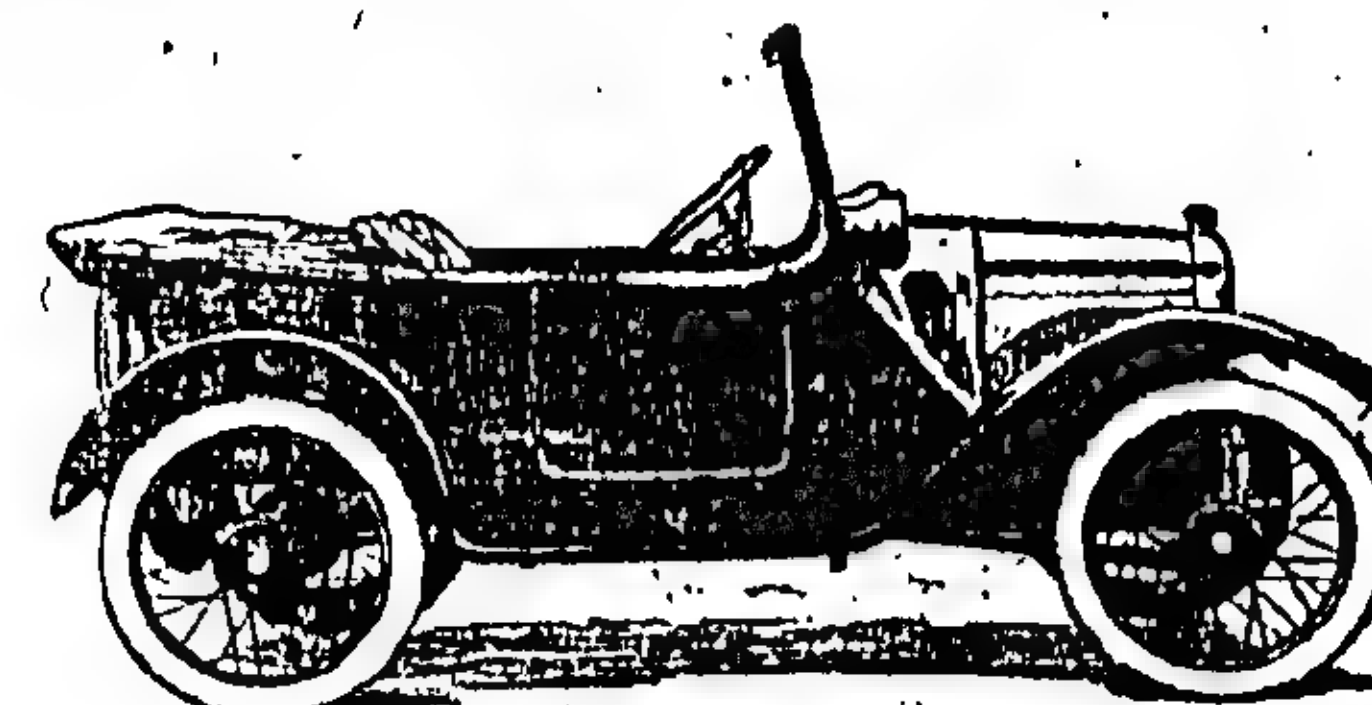
Slow down, shift into low gear, and when you have clear space to right and left of you, suddenly swerve your wheels to the right. You will skid a little, but not enough to harm, and the car will be out of the tracks.



Two forms of skidding are shown here. Upper sketch shows how the back of a car tends to slide off the side of a crowned road. The only way to secure it is to turn the wheels in the direction of the skid—the ditch—as the arrow in front shows. Lower sketch shows how the rear of a moving car tends to continue the original direction, while the front wheels are being turned. Skidding results unless the rear is controlled by the engine and the turn is made slowly enough.

AUSTIN SEVEN.

THE CAR FOR THE LADIES.



Fully equipped, ready for the road £185.

Ask us all about this wonderful car. We are pleased to be at your service.

Alex. Ross & Co. (China) Ltd.

Bank of China Building, Hongkong.

ROYAL ENFIELD—

Made Like a Gun:

2 h.p.—O.H.V. Sports Model 351, fitted with Enfield patent Cush Drive Hub, Chain Transmission, Kick Starter, Sturmey-Archer 3-speed-gear, Lucas Electric Lighting Set and Watford Speedometer.

Ready for the Road - - - - - \$600.00

8 h.p.—De Luxe Model 190, Side-car Combination, Lucas "Magdyno" lighting and ignition. This model also has Sturmey-Archer 3-speed-gear and latest model Watford Speedometer.

Ready for the Road - - - - - \$1,000.00

Delivered from stock.

Prices and complete specifications on request.

The Dragon Motor Car Co., Ltd.

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MICHELIN TYRES

OFFER YOU THE MAXIMUM

SERVICE

AT THE MINIMUM

EXPENSE



Full stocks carried by

THE EUROPE-ASIA TRADING CO. China Building

Ask To See The Balloon Tyres

BRITISH EXPORTS.

SATISFACTORY MOTOR CYCLE RETURNS.

British export trade in motor cycles shows more attractive figures for the present year than ever before. It is beyond the shadow of a doubt that the industry has planted both its feet very firmly in the outposts of Empire and in all motor cycle consuming countries. This was

inevitable, but it was rather a long time in coming. It has been said that the British industry neglected overseas customers, but this is not quite the fact. True the manufacturers did not devote that attention to the foreign markets which was desirable, but it was because their wings were clipped, and they should have received sympathy rather than reproach. The industry has passed through the lean years of

transition. Now the movement has settled down. Prices are stabilised and production methods have improved. Makers have made a careful study of foreign trade, have sent out commissioners to South Africa, to Canada and to other Colonies and have, to use a colloquialism, spread the carpet. This year it is to be expected that export trade will be entirely rehabilitated; certainly it will not be neglected. Having earned the somewhat tardy recognition of foreign buyers as to the supremacy of British motor cycles the manufacturers will facilitate their employment by better service arrangements.

MOTOR CARNIVAL IN CALCUTTA.

A motor carnival and gymkhana was held by the Automobile Association of Bengal in Calcutta on December 27 in the presence of a large holiday crowd. A successful afternoon's sport resulted. Mr. S. S. Cooper and Mr. J. R. Coats were judges and the prizes were given away by Lady Stephenson.

In the carnival, Mr. Henry Marshall took first place in the "Private Cars" with a car decorated as an English cottage, the second prize being won by Mr. P. K. Mullick whose car was transformed into a man-of-war. In the "Firm's Cars" section the first prize was awarded to Messrs. Breakwell & Co. with "Felix" as the chief feature in their decorative scheme.

The following interesting events figured on the programme: Motor Car Balancing on Seesaw, Skillful Driving (Motor Cars), Musical Chairs (Motor Cycles), Potato Race (Motor Cars), Obstacle Race (Motor Cycle), Musical Chairs (Motor Cars). The president's cup for highest aggregate wins was awarded to Mr. H. K. Hales.

250 MILE NATIONAL CHAMPIONSHIP.

WORLD'S RECORD MADE AT CULVER CITY.

The following wire received from Bennett Hill, winner of the above National Championship, gives the result of the Opening Race held at the new Culver City one and a quarter mile board speedway:

"Using Firestone tyres I won 250 mile race here despite what has up to date been considered impossible speed I drove entire race without a stop, breaking all world's records—average speed 126.8 miles per hour confirmed my opinion that first-stone are the best tyres built."

BENNETT HILL.

Following Hill in his Miller Special were Harry Hartz, Durant Special; Tommy Minton, Miller Special; Fred Comer, Durant Special; "Doc" Shattuck, Miller Special; Rod Shafer, Duesenberg Special;—all equipped with Firestone gum dipped cords and steam welded tubes.

In completing this distance without a stop at the rate of 126.8 miles per hour, Hill, although driving a two litre car broke all world's records for this distance regardless of motor size—his victory and the new World's Record being made possible by the unparalleled performance of Firestone gum dipped cords and steam welded tubes.

Even racing drivers marvel at Firestone's ability to build a tyre and tube that will stand up under such speed, which has never before been witnessed in racing circles.

A NOVEL TRIBUNAL.

ARBITRATION EXPERIMENT.

Chicago, Jan. 30.—Chicago is going to try out a new idea—an "informal" arbitration court for motorists.

It won't be part of the regular city and county court system. It is to be operated by the Chicago club of the American Automobile Association.

The court will be held in a special room, built for that purpose, in the new club house of the Chicago Motor Club.

It will be presided over by impartial judges and will be open to all motorists, regardless of whether they are members of the club.

The idea is to settle by arbitration disputes arising from automobile accidents.

Charles M. Hayes, Chicago Motor Club president, tells what the unique court is expected to accomplish:

"It will save motorists thousands of dollars every year in time and legal fees that are spent now in regular court procedure."

"It will relieve the present congested condition of the regular courts, and will thus be a benefit to the public."

"It will promote harmony between motorists—for very few men remain friends after they have been opponents in a real legal battle."

National officers of the A. A. A. are highly optimistic of the arbitration court's success.

They do not claim it will settle many large suits. But they contend it will clean up a multitude of small ones—differences arising out of broken fenders, jammed head-lights, and other minor accidents.

HARLEY-DAVIDSON RIDERS WIN EAST AFRICAN TRIALS.

In the annual motorcycle trials of the Royal East African Automobile Association held at Nairobi, British East Africa, recently, Harley-Davidson riders captured all the big honors. First place went to J. S. Douglas and the 1924 Harley-Davidson he purchased just three days previous to the trials. His petrol (gas) consumption was 98 miles per imperial gallon. M. S. Powell won second prize, riding his 1918 Harley-Davidson about 88 miles to the gallon. The gold medal for the best petrol consumption record also went to a Harley-Davidson rider, F. H. Johns who obtained more than 100 miles per imperial gallon.

The course chosen was approximately fifty-four miles long, and of a great extent extremely hilly country and unfinished road.

Certified

THE Pyramid Seal on a Columbia Storage Battery means exactly the same as a bank's certification on a depositor's check—it's GOOD! The bank has the funds to pay the check; the Columbia Storage Battery has the power, strength, endurance, and long life to repay your investment.

If you think you need a new battery, let us look over your old one first. Perhaps we can make it serve you well for some time. Then, when you really do need a new storage battery, we have the right size and capacity Columbia for your car.

"Our service at your service"

THE DRAGON MOTOR CAR CO., LTD.

Expert and Efficient European Super Service

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Columbia
Storage Batteries

DRIVE IN

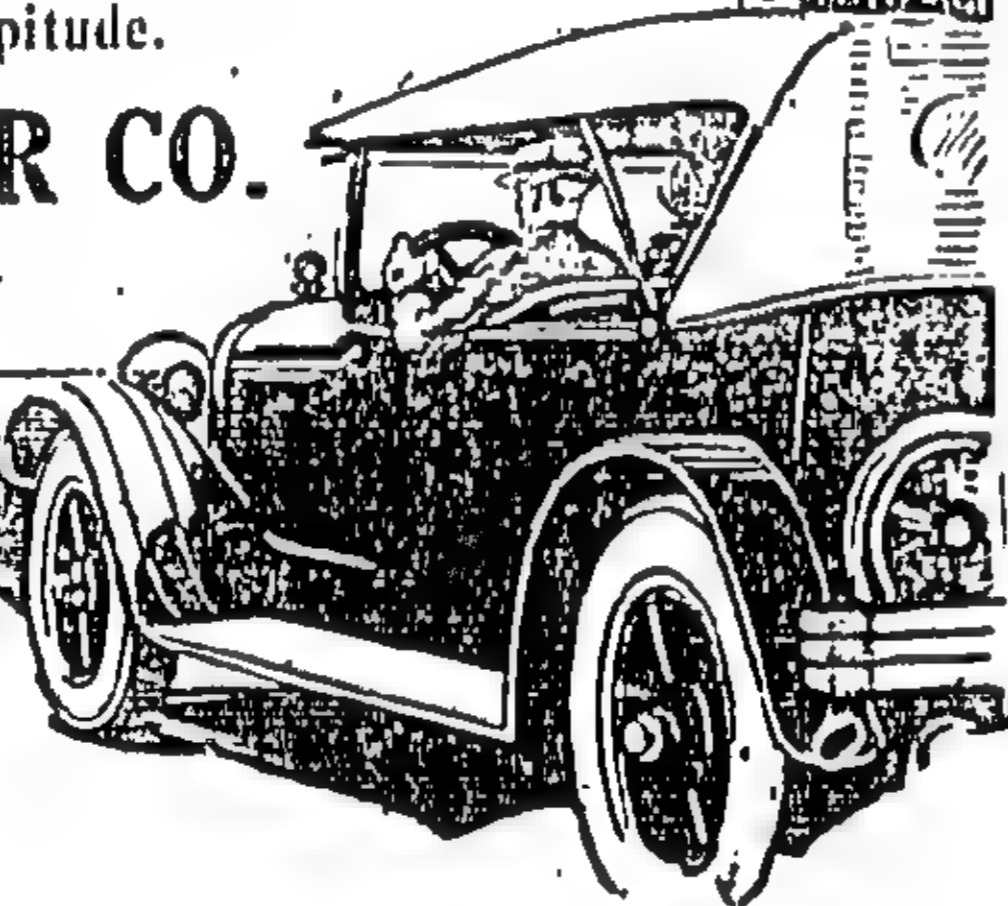
To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR ---- Phone K.228.

For General Service and Promptitude.

THE DURO MOTOR CO.

Nathan Road, Kowloon.



THE BUICK

SEALED CHASSIS

Every driving part in a Buick chassis is sealed. Dirt, mud and water are kept out and the lubricant is kept in. That's one reason why Buick cars last longest and give no trouble to the owner.

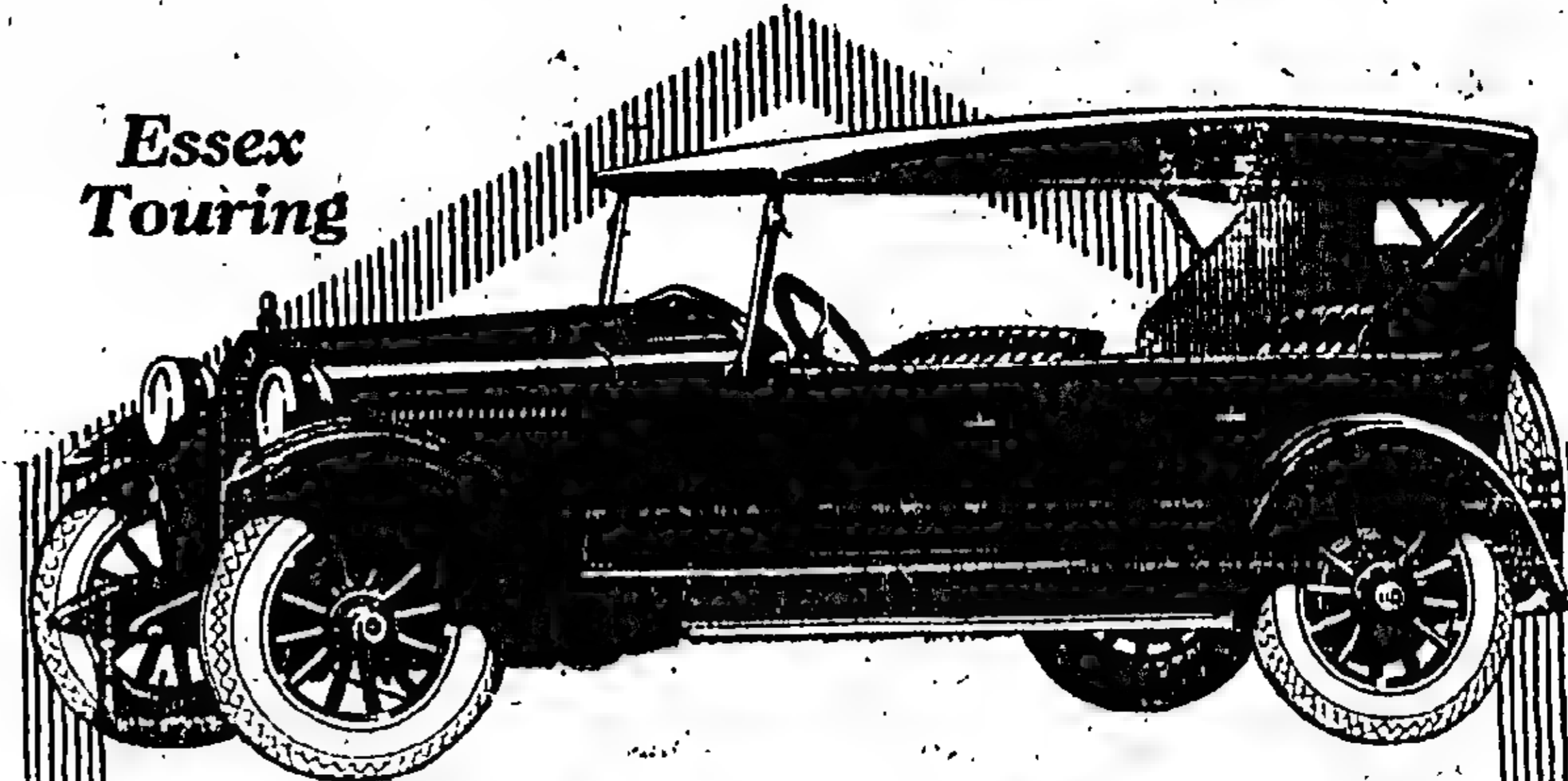
When better Automobiles are built Buick will build them

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD

33 & 35 Des Voeux Road Central.

Essex
Touring

ESSEX

Now With Genuine Balloon Tyres

With genuine full-size balloon tires as standard equipment on both the touring model and the Coach, the Essex offers even greater value in road comfort, good looks and long life.

And with the advanced system of spring suspension and low center of gravity, safe, comfortable travel is assured on all roads and at all speeds.

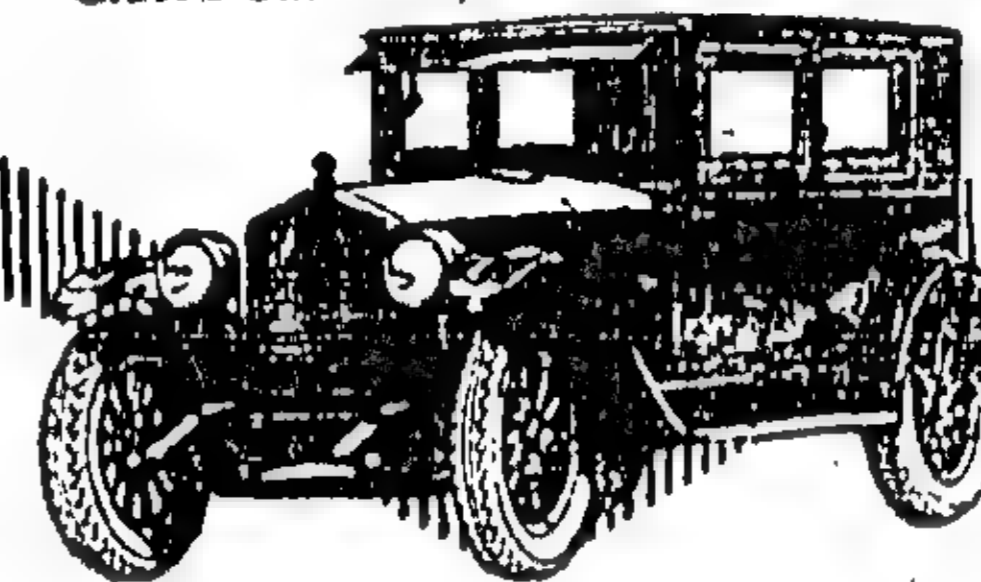
The Essex Six, built by Hudson, the sixth largest builder of motor cars in the world, also

shares the noted Hudson patents. Built in the same factories, it embodies the advantages of design and construction for which the Hudson Super-Six is celebrated.

Low fuel and oil consumption have always been features of Essex performance. To these may be added great power and incomparable comfort on travel over rough roads. Replacement parts are available at minimum prices. Ask to see the new touring model or the Coach. Either represents value unapproached at its price.

The COACH

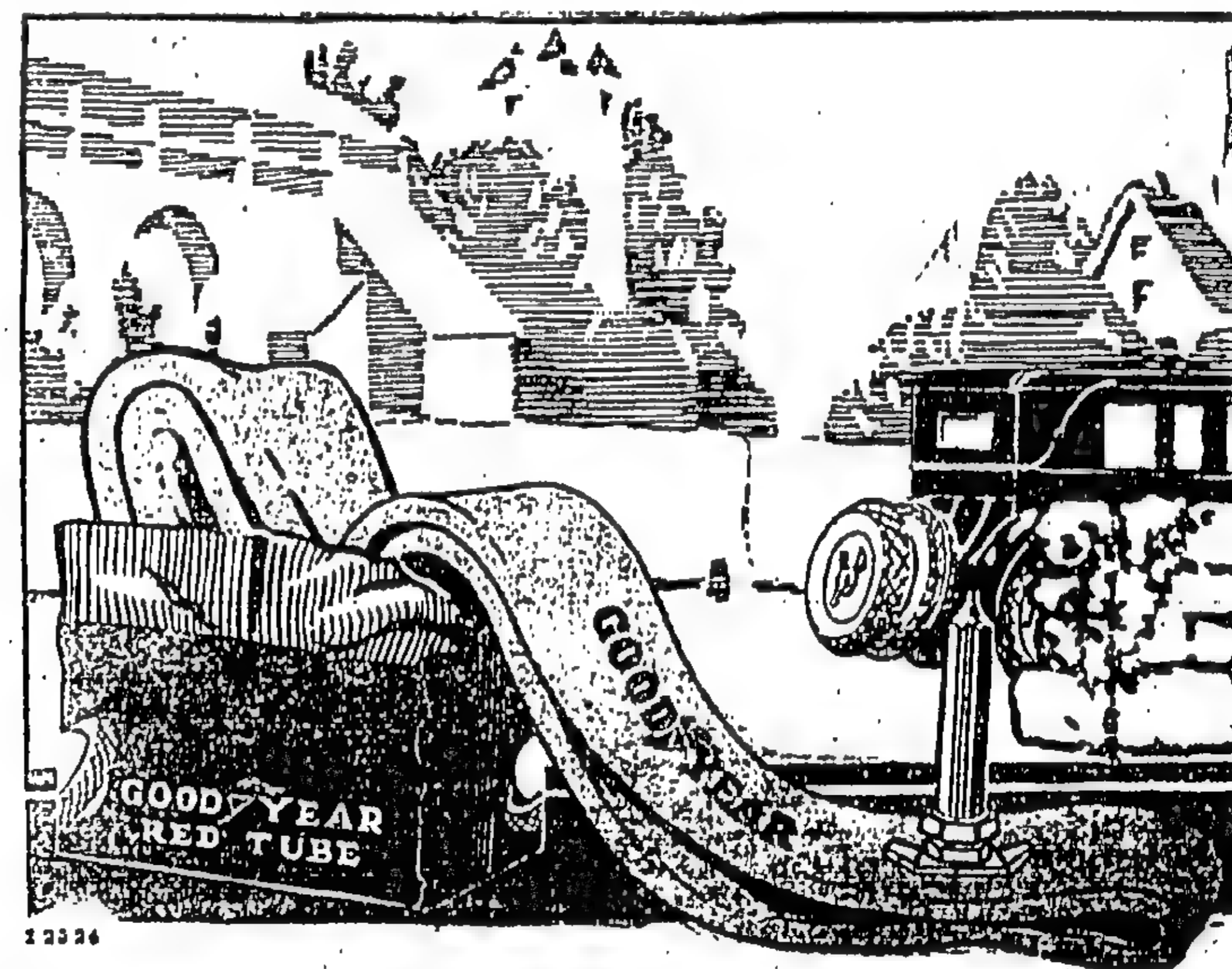
Closed Car Comforts at Open Car Cost



The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.



NEXT TIME BUY GOODYEAR RED TUBES

Inner tubes cost relatively little, but poor inner tubes can easily become the most expensive part of your equipment. That is why it is economy to buy Goodyear Red Tubes, made properly to hold air and keep on holding it.

Low-grade inner tubes often cost you many times their price by losing pressure and so wearing out your casings. Goodyear Red Tubes are made the right way -- built up layer upon layer of finest rubber, rigidly inspected, and cured into one seamless unit, to hold air unflinchingly.

If the cover is right the work of the tube is very simple. It has only to hold and keep on holding air. Next time fit a set of Goodyear Red Tubes, and enjoy motoring as never before.

Goodyear Means Good Wear

GOODYEAR

RED TUBES

MADE IN CANADA

DISTRIBUTORS

Alex. Ross & Co., (China) Ltd.

BANK OF CHINA BUILDING,
HONGKONG.



Best
For
Your
Baby

Nearest
to
Mother's
Milk



WOMEN'S INTERESTS

CAN YOU MAKE GOOD COFFEE?

It is difficult to obtain a really good cup of coffee in most private houses, the principal reason being that English people are so averse to using sufficient coffee. Another great obstacle to obtaining good coffee is that few people grind their own, whereas on the Continent even the poorest families have their own coffee machines. There are several very good machines for making coffee on the market nowadays, but the Egyptian method of making coffee dispenses with the need for a machine.

Allow a heaped tablespoonful of ground coffee and one breakfastful of water per person. Grind the coffee, if possible, just before using. Put it into a saucepan and pour over the requisite amount of water. Put the pan over low heat, bring slowly to the boil. Draw the pan back from the fire and add a teaspoonful of cold water. Stir the froth on the coffee lightly into the water and again bring to the boil.

IT HAD TO COME.



The latest now in feminine attire is cross-word stockings, such as Miss Ethel Terry (above) is wearing.

Withdraw the pan add another teaspoonful of cold water and boil it again. Keep the pan in a warm place for a few minutes to allow the grounds to settle, then strain the coffee into a coffee pot and serve immediately.

If stronger coffee is required, less water should be added.

Black coffee is made in the same manner, with not more than $\frac{1}{4}$ gill of water to 1 tablespoonful of coffee.

Very often a little brandy is handed with black coffee, but this is not necessary.

Always serve hot milk with coffee.

Viennese coffee may be made in the same manner as black coffee, but a spoonful of whipped cream is served on the top of each cup.

Café au lait is made with equal quantities of strong coffee and boiled milk, and makes an excellent breakfast beverage.

BURNT COFFEE.

This coffee is served in very small cups, and is made very strong, and should be strained through a muslin after making it, so that it is as clear as possible. It is then sweetened almost to a syrup, and at the last moment it is poured into cups, and a teaspoonful of brandy is gently poured over the top of each cup with a spoon, and fire set to it. When the brandy is partly burnt the flame is blown out, and the coffee drunk very hot.

OPTIMISTS WHO DEPRESS.

The real optimist is always an inspiring character. Born with a bent towards cheerfulness, or as psychologists would say, without the capacity for passing easily into the pail state, this ideally hopeful being has the intelligence to recognize suffering in all its forms and determination to diminish it. The perfect optimist is sympathetic without the least trace of indulgence towards us.

But there are other optimists who are cheerful people mainly because they cannot or will not open their eyes and ears to all sides of reality. They look on the bright side and give as little attention as possible to the jars and incongruities of life. They belong to the "just be glad" school and never suspect that it is as much a school of prizes as that of the joy-killing, dour-faced puritans. They attempt to cheer us by pointing out how dull-witted it is of us ever to be sad or even serious in such a merry world. They make us feel much worse than we did before.

SUBDUING OUR MOODS.

Some of us are so constituted that we must alternate between light moods and dark moods, hopefulness and despondency. We learn, of course, how to steer our way through these moods, and how to keep the surface of the mind, at any rate, occupied with the healthy, passing concerns of the moment. We grow philosophic, too, and know that the very perception which showed us cause for sadness will presently send its ray into the darkness and discover for us some unusual, perhaps some rare, opportunity of pleasure or delight. We have more awareness than the spurious optimists have: less courage and enterprise than the real optimists have. We must look to the latter when we need heartening and reassuring.

ROUND THE SHEPS.

Attache cases fitted with all the requirements of a needlewoman and a place for work in hand.

Feather bags for the dancing girl.

Quaint candle-sticks of coloured fruit and flowers.

Attractive brocaded cases for comb and mirror.

Cylinder-shaped shopping baskets in jade green, orange, scarlet or black straw.

Wax water-lilies, roses, and anemones for placing in floating flower bowls when flowers are very expensive.

HAIR FASHIONABLE.

Ears have been unfashionable for some time, the hair being arranged to entirely hide them.

But this season ears are to be allowed to show themselves, for a pretty ear is a great beauty, and it is also a rare one. Neglect in childhood often results in a woman with ears that stand away from the head in a most unbecoming manner. This is a trouble that cannot be permanently removed once a woman is full-grown, but it can be modified by wearing a neat little boudoir cap, which comes well down over the ears, for sleeping and at any other convenient times. Be careful when adjusting the cap to press the ears close to the head, then pull the sides of the cap down as far as they will reach.

BATHING WITH ROSEWATER.

Ears are occasionally too red for beauty, and for this bathing with rosewater, to which simple tincture of benzoin has been added in the proportion of twenty drops to an ounce of rose water, will be found very beneficial.

If, on the other hand, the ears are too pale, gently pinching the lobes every time the toilet is made, will give them a faint pink tinge. The Parisienne firmly believes that a pink lobe to her ears gives an added brilliancy to her eyes, and when the ears are too pale for her idea of beauty she always touches them with the rouge puff to produce the desired colour.



Typical Garconne frocks made up in the newest spring fabrics which these American girls will display to the country.

The National Garment Retailers' Association is this season co-operating with the leading fabric manufacturers and garment designers of America in organizing a national movement to promote distinctly American styles.

The first exhibition will be held in New York and later it will go to the large cities such as Philadelphia, Boston, St. Louis and Los Angeles.

It aims not only to feature American fabrics and fashions, but also typical American girls as models.

Many of the girls who will wear the garments have been chosen from among famous artists' models of the country, whose faces smile down at the public everywhere from magazine covers and advertising posters.

NOVEL MONOGRAMS.

Envelope-shaped purses are still fashionable, despite the fact that they have been with us for several seasons. However, one decorative touch has been added—the monogram. This in itself is no novelty, but the size and shape and general detail of the monogram is entirely new. Some are as much as three inches long, and one, or even two, wide. Carried out in silver, this huge label is then tacked on to the middle of the flap of the bag, or else in the right-hand corner. It is certainly striking-looking when seen thrown up against a background of raven-blue or scarlet leather, but perhaps a little smart and not quite sufficiently discreet to please the woman of good taste. For her there are monograms cut out of silver, which bear Chinese characters which signify "Perfect Happiness," "Eternal Prosperity," or something equally cheering and inspiring. The monogram is usually oval-shaped, with many little cross stripes, and it is tacked on to the left-hand corner of the bag, so that it remains visible when the bag is tucked away under the arm. There are even belt buckles to match these medallion monograms, and both can be carried out in polished copper as well as silver.

TO-DAY'S BEAUTY NOTE.

It is no longer necessary, if you have fair or white eyelashes, to go through the wearisome and rather dangerous process of darkening them yourself with water cosmetic. They can now be dyed by a new process, just as hair is dyed, and several hairdressers have made a study of this method. It is carried out with the greatest care and is quite painless and harmless, and need be repeated only once in about six months. When new lashes have grown, to strengthen the growth of weak eyelashes and eyebrows apply a little vasoline every night, taking care not to let it enter the eyes.

ADJUSTABLE COIFFURE OVER BOB, FASHION'S LATEST IDEA.



LA RENEE COIFFURE EXTRA HAIR WITH SPANISH COMB THE BOB TRANSFORMED

Well dressed women of refinement and culture are beginning to find it necessary to wear extra hair if they wish to look their best, according to Armand Blatt, of New York, originator of hair styles.

"Owing to its convenience, bobbed hair will continue to be worn a great deal for informal occasions and for sports," said Mr. Blatt. "But long hair is returning to fashion rapidly, particularly for evening wear. A woman appearing in the gorgeous beaded and spangled evening gowns

which are now so much in vogue, and this transformation device would be ridiculous wearing only a shingle into a formal affair in a few moments. The novel arrangement has a hidden comb which holds it firm, which can never be claimed for short hair.

Women, following Parisian fashions, are adopting small hair pieces, swirls, and clusters of curls with formal gowns. The new La Renée hair creation is working wonders towards bridging the gap between short and long hair. No longer is that "growing out" stage to be dreaded.

THIS WEEK'S RECIPE:

CHOCOLATE MERINGUE PIE.

Two cups milk, 1 cup sugar, 4 tablespoons grated chocolate, 3 eggs, 2 tablespoons cornstarch, $\frac{1}{4}$ teaspoon salt, 1 teaspoon vanilla, plain pastry.

Melt chocolate in top of double boiler over hot water. Slowly add milk, stirring constantly. Mix sugar, salt and cornstarch thoroughly. Beat one whole egg and the yolks of two eggs. Add dry ingredients and beat well. Combine milk mixture with egg mixture. Add vanilla and pour into a deep pie dish lined with unaked pastry. Bake in a moderate oven for 25 minutes. Beat the whites of two eggs until stiff and dry with two tablespoons cold water. Beat in six tablespoons sugar and spread over pie. Bake eight minutes in a moderate oven until delicately brown.

THE NEW COLOUR.

Crushed raspberry is a shade that will be worn a great deal during the coming season. With white sports costumes, pull-on coats of kasha in a crushed raspberry shade, with a scarf or hat, or both to match, will be quite one of the features to be seen on the different tennis courts and golf courses.

The hat to wear will be a comfortable close-fitting variety, white felt for preference, and trimmed with a band of ribbon or an embroidered motif or monogram to match similar touches on the dress it accompanies.

SPORTS SHIRTS.

Rumour is already busy predicting that at the reign of the overhouse will soon come to an end. For smart sports wear on the Riviera and in Switzerland, the best French dress-makers are now turning out shirts of the tuck-in variety, made of pastel or natural-toned wool jersey, cut and made on the tailored patterns that were so popular a little while ago in crepe de Chine.

The new models show simple turned back collars, and open fronts, and long sleeves finished with turned-back cuffs of crepe de Chine of a matching colour. These shirts show a full bloused effect in front, and promise to do more to return the waistline to its natural position than any other novelty of dress yet introduced.

FASHION NOTES.

Black taffeta is returning to favour, being particularly liked for bouffant models, with a Spanish accent.

The drop shoulder line is seen in increasing numbers on evening and dinner gowns.

Most attractive combinations of pink crepe de Chine are bound with green ribbon and have green ribbon running through embroidered eyelets outlining the waistline.

The smartest large fans are made of a combination of willow and natural ostrich flues and often they are shaded as to colour.

Sport blouses fasten closely about the neck, usually with a very narrow string tie or a very wide Windsor one.

The French hairdressers are introducing a delicate fringe of slightly curled hair across the forehead as a relief from the severity of the boyish bob.

A girdle of rhinestones is one of the most attractive ways of bolting a "black chiffon" dance frock.

Nile green, and a deeper green that is not quite emerald green are very much used for evening gowns. Iridescent or pearl beads make the most effective trimming.

PIERCED GOLD JEWELLERY.

The latest fashionable whim is for pierced gold jewellery. This includes some delicate bangle bracelets of eighteen-carat gold, into whose pierced pattern are inserted at intervals a single emerald-cut diamond, a sapphire and a ruby. These add a dash of brightness to any wrist, and are fast taking the place of the all-round jewelled bangles, which are now too often imitated in synthetic gems to be really smart.

Pretty long bar pin brooches showing exquisite pierced designs are also beginning to take the place of the once popular diamond bar. These sometimes show a large square diamond set into the middle, while carved cameo brooches enlivened in a gold pierced mounting are the latest fad for fastening side draperies and girdles on day and evening gowns.

SPORTS COAT.



This is a smart sport coat that is popular at the European winter resorts on the Mediterranean. It is trimmed with black and white rabbit—a new note in combining furs.

THE WIDE SILHOUETTE.

Pleats, flounces and godettes are being used to widen the silhouette. To be really up-to-date this must now show a decided flare so far as skirts are concerned, although bodices still remain slim and straight and rather closely moulded to the figure. The new swing in skirts is most decided and decisive whole afternoon frocks are concerned, the new line being emphasised by long tight-fitting sleeves.

The circular-flounced trimming applied to the skirt in pointed effect is a pretty fashion, the points being confined to the back and the front only; while all the fullness is placed on the sides, so that a graceful swinging movement is achieved.

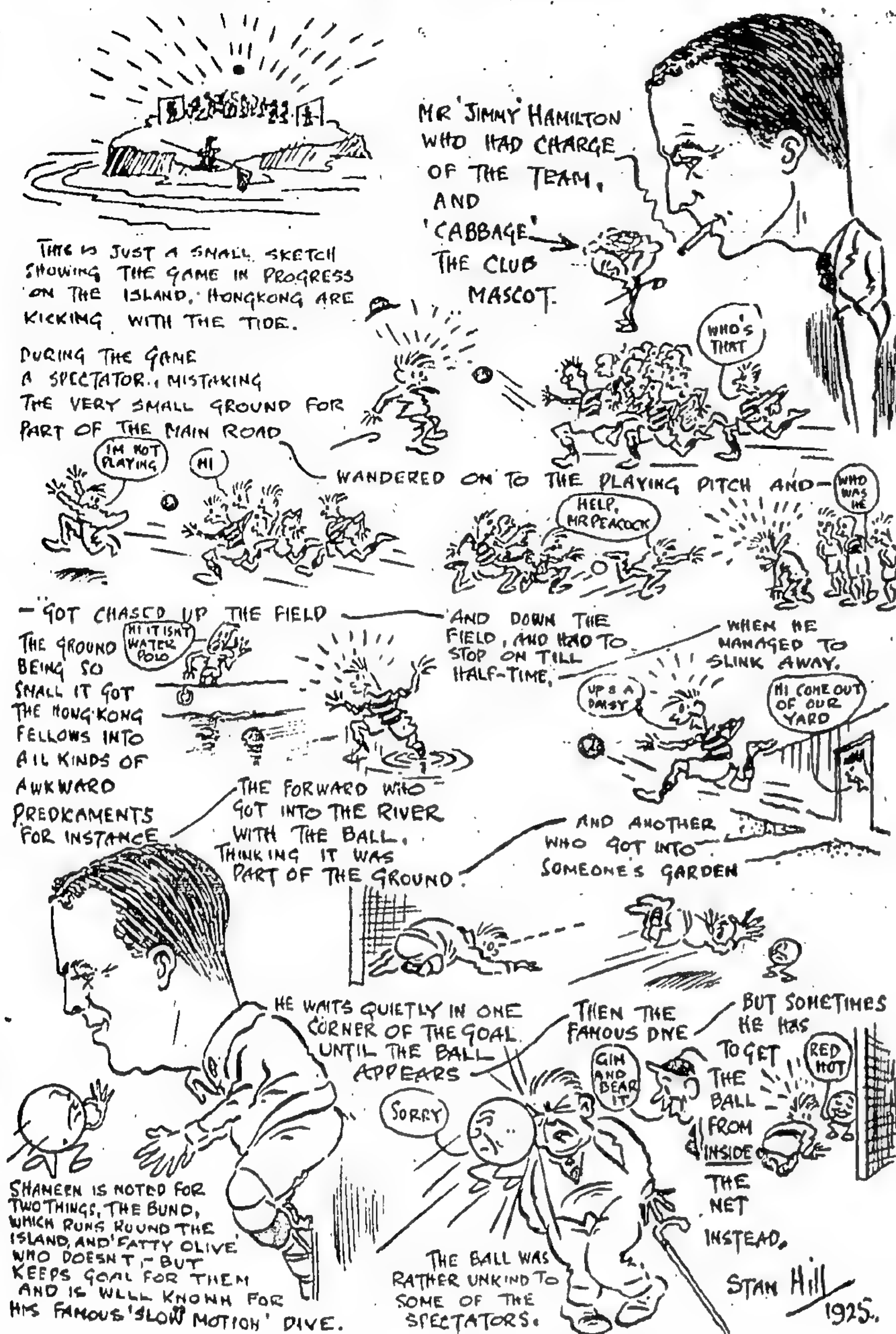
Straight backs and full flaring fronts are conspicuous features of the new dance dresses and dinner gowns carried out in chiffon or georgette, lace or crepe de Chine. The new fashion may also be expressed by means of a little apron front on the skirt, the top of which is outlined by a massed band of artificial flowers, while the hem of the drape is bordered with a ruching of velvet.

Evening frocks made with clover tunics that are tied in the front with exaggerated bows, are also favoured by those who are exploiting the new "full" fashions.

Dresses made with tiered or flounced skirts are once again in favour, the linings of the tiers and flounces deep-toned crepe de Chine, Pompeian red and Chinese blue being favourite shades for this purpose on black or very dark brown frocks.

FOOTBALL ON THE SHAMEEN.

As Seen by the "Telegraph" Cartoonist.



(Above are Stan Hill's impressions of last week's match between Sham Shui Po and Hongkong football teams.)

THE WAY OF FAITH.

By the Rev. G. R. Lindsay, M. A.

"I know whom I have believed."—2, Timothy 1-12.

It is sometimes affirmed that the Christian religion is a matter of faith and not of knowledge. Christian faith, however, can never be the attitude of a man who lays aside knowledge or attempts to believe in spite of it. Faith is not the surrendering to an anaesthetic. Faith rests on knowledge, although it is not limited by it. Knowledge points the way along which faith may walk.

Faith is one of the big words of the Bible. There are at least two kinds—the faith of the mind which involves the use of the intellect, and the faith of the heart, which involves the will. But this is not the point of difference, which is that they have different objects. The faith of the mind is directed towards a theory; the faith of the heart is directed towards a person. The word "belief" is applied to both kinds of faith, but actually trust in a person is much deeper down than belief in theories, however good.

We often sit down and discuss beliefs in cool or heated discussion. More belief has caused wars and even bloodshed, trust—that is, the inner reliance upon God and the glad surrender of self to His will—has ever warmed the heart and brightened the best living. Belief is alogy, but trust is religion.

What is the difference between a religious and an irreligious man? It is not that one has beliefs and the other has not, for as Beaconsfield once said, "Man is born to believe and if no Church comes forward . . . to guide him, he will find idols in his own heart and in his own imagination." An irreligious age has ever been a superstitious one. "Show me an age," says the author of "The Lonesome Gate," "in which men have not gazed across the path of faith and I will show you an age in which men have believed in every conceivable folly."

Yes, the difference is not one of belief and no belief. For your belief in God, the atheist will match his belief in the mighty atom. For your belief in the future life, the Theosophist will substitute Reincarnation, and so on. But there is one thing that neither can match, and that is the Christian's trust. They know nothing which remotely corresponds. Belief they know well, but of trust they know nothing at all. "I know in Whom I have put my trust," cried Paul. This is the unique element of Christian faith—the warm, life-giving sunshine of a trust in Jesus Christ. The Gospel at its centre is not a series of propositions, but a real personal relationship of the soul of man to God. Belief we must have, but the joy and crown of faith is trust.

EMBEZZLEMENT CASE.

J. T. LLOYD'S MANAGER COMMITTED.

Charged with embezzlement on two counts, Jung Tang Lloyd, the late manager of J. T. Lloyd Company, of China Building, was committed for trial at the criminal sessions by Mr. J. R. Wood at the Central Magistracy yesterday afternoon.

Mr. T. H. King prosecuted on behalf of the Police and Mr. R. A. Wadson appeared for the defence.

The last witness to give testimony yesterday was Mr. S. J. Willmott, of the Hongkong and Shanghai Bank, who said that the receipts which were supposed to have been issued by the Bank were never issued by any of the Bank's employees, nor was the signature at the bottom of the receipts that of any of the employees. He made further investigations regarding the case, and found that the firm of J. T. Lloyd Co., had never had an account with the Bank.

Mr. Wadson applied for bail and in reply to his Worship said that the defendant had reimbursed all the money. His client, however, could not find more than \$3,000 bail. Mr. T. H. King said that since the commencement of the case it was discovered that other sums of money had been discovered to be missing. Mr. Wadson said that he would like to amend his last statement. About \$4,000 of the money had been reimbursed and about \$4,000 had been guaranteed.

His Worship said that the bail would have to be more than \$3,000, and defendant not being able to find more, was sent to goal, pending his trial.

Dairy Farm News

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COMPANY REPORT.

THE HONGKONG ELECTRIC CO., LTD.

The report of the above Company for the year ended 31st December, 1924, states:—

The balance at Credit of Profit and Loss Account available for appropriation, after allowing for Depreciation, is \$1,474,153.84 and your Directors recommend that this be disposed of as follows:—

To pay a Dividend of \$2.50 per share on 200,000 shares	750,000.00
To place to Reserve	600,000.00
To carry forward to next Account	124,153.84
	\$1,474,153.84

Directors.—Messrs J. P. Warren and D. G. M. Barnard resigned from the Board. Messrs T. G. Weill and B. D. F. Bell were appointed to the vacant seats. These appointments require the confirmation of shareholders. In

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong. March 8th, 1925, 2nd Sunday, in Lent. Holy Communion (8 a.m.)—Choral. Matins (11 a.m.) Evensong (6 p.m.)

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday, 11.15 a.m. Wednesday, 5.20 p.m. Reading Room open Tuesday and Friday mornings 10 to 12.

accordance with the Articles of Association the Hon. Mr. A. O. Lang and Hon. Sir C. P. Chater, O.M.G. LL.D. retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. Lindsay and Davis, who retire, but offer themselves for re-election.

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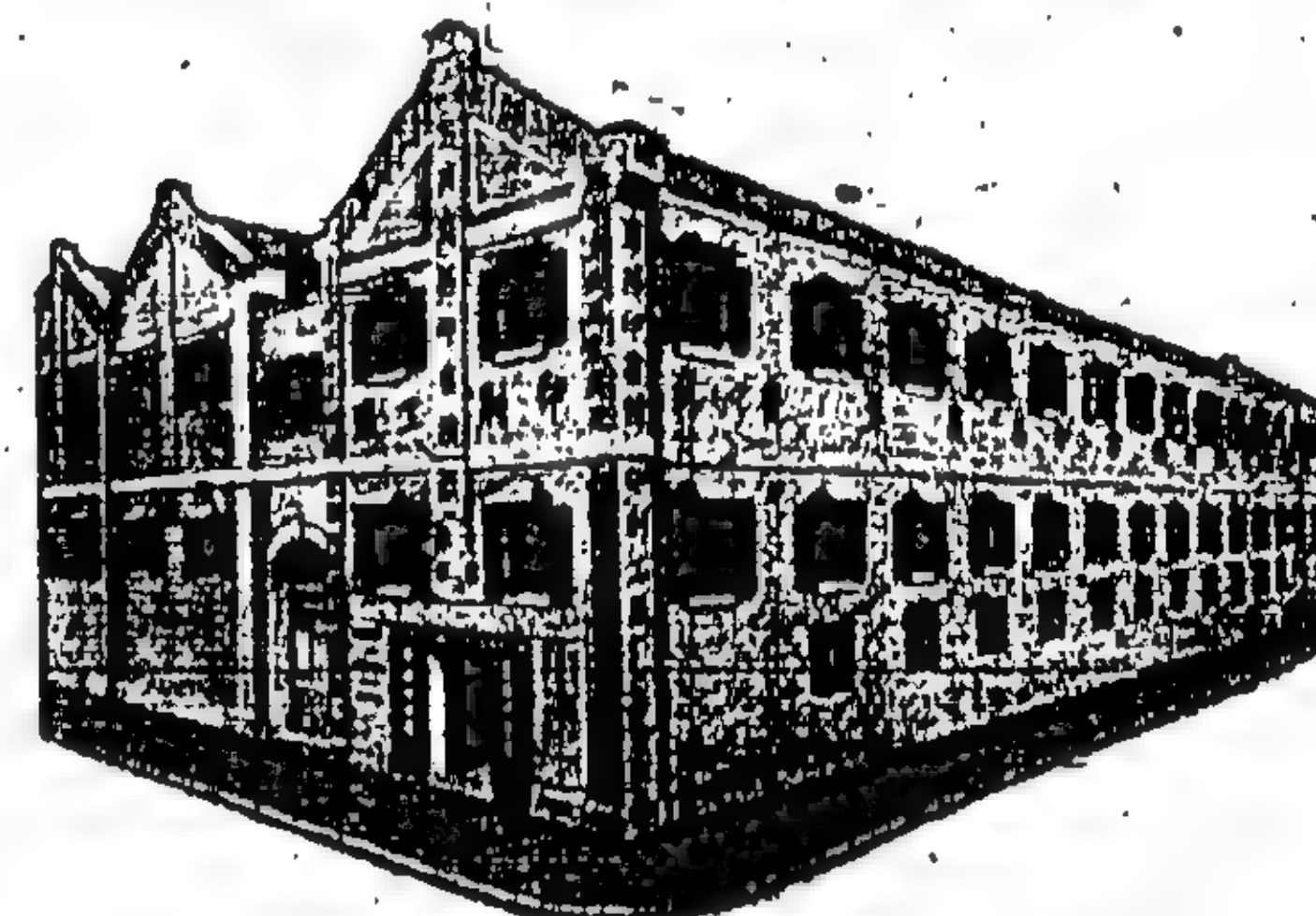
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VOLUNTEER'S "BIG BANG."—This shows a portion of Shek-li-pui being blown up by members of the Engineer Co., H. K. V. D. C. in connection with the new waterworks scheme. (Photo: Mr. J. King).



LOCAL WEDDING.—Group taken at the wedding of Mr. D. G. Cow and Miss M. R. Eason. (Photo: Ming Yuen).



BOY SCOUTS.—This group shows a party of Boy Scouts and Cubs photographed at the Peak School. (Photo: Ming Yuen).



A. D. C. PLAYERS.—Here are the members of the A. D. C. who recently gave such a fine series of performances of "French Leave." (Photo: Ming Yuen).



MARATHON START.—Here is seen the line-up at the start of the Kowloon Marathon. (Photo: A. Leung Studio).



NAVAL WEDDING.—This is the bridal group taken at the wedding of Lieut. C. R. More and Miss Dorothy Rodgers. (Photo: Ming Yuen).



ARCH OF SWORDS.—Naval officers are here seen forming an arch of swords under which Lieut. More and his bride passed after their wedding. (Photo: Ming Yuen).



MARATHON WINNERS.—Bandman Haman is here seen the Kowloon Marathon, with R. G. More a close second. (Photo: A. Leung Studio).



THIRD MAN.—This picture shows Bandman Haman, who won the Kowloon Marathon. (Photo: A. Leung Studio).

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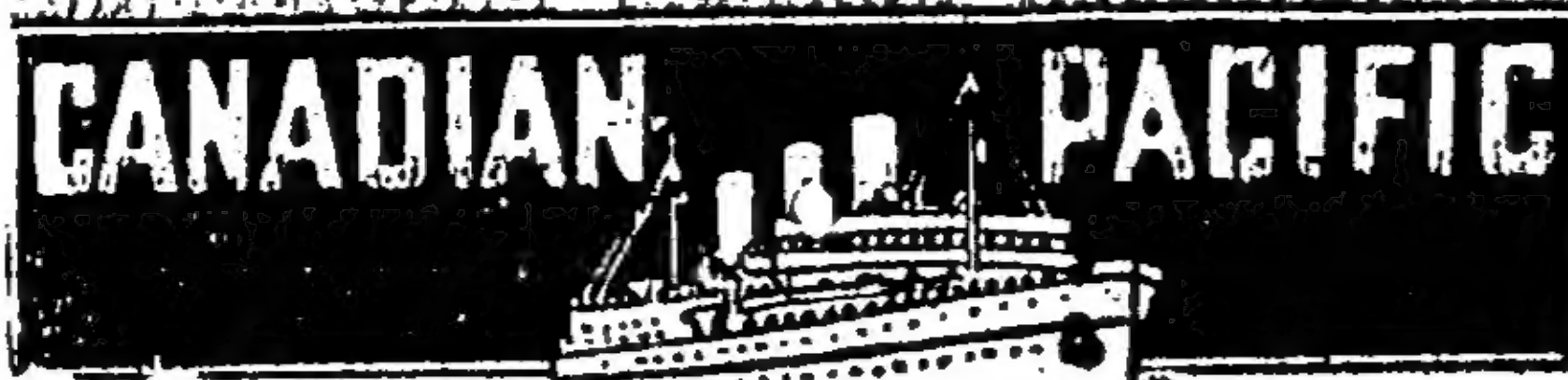
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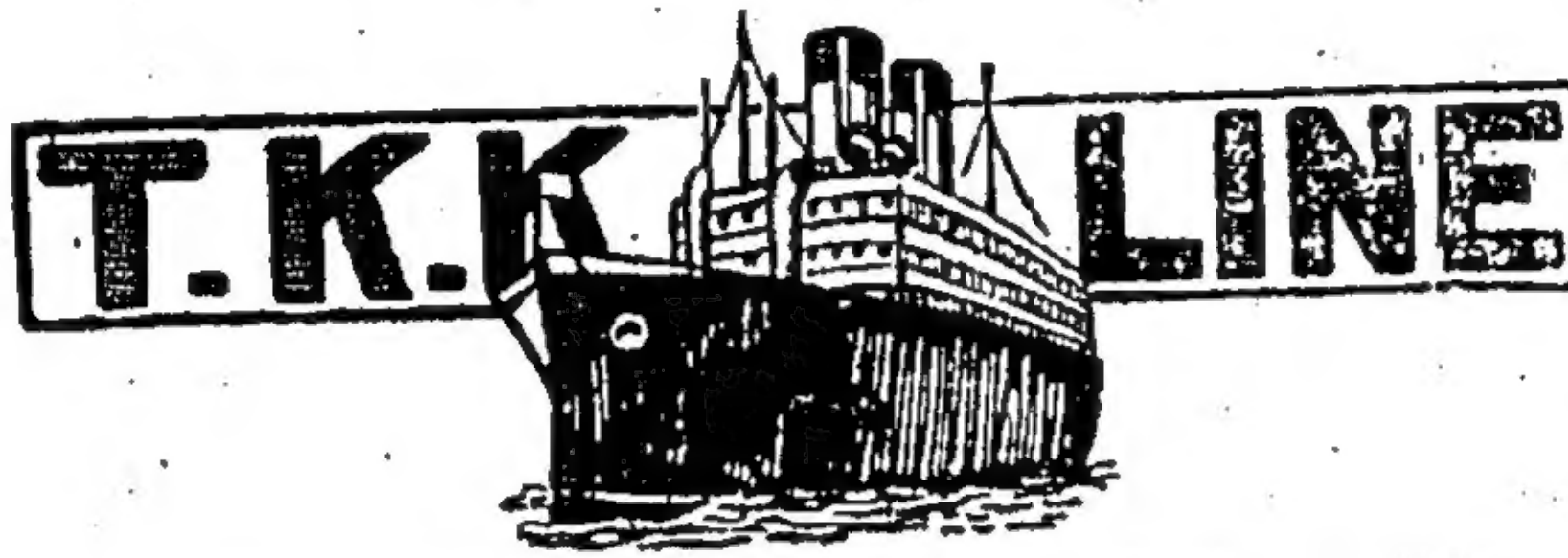
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COMPAGNE	20th Feb.	31st Mar.	29th Mar.
ANGERS	20th Feb.	14th Apr.	12th Apr.
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American Oriental Mail Line.

The Steamship

"PRES. JEFFERSON" having arrived from Seattle via ports, on March 1st 1925 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on March, 7th 1925, by the Company's Surveyors, Messrs. Anderson and Ashie.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after March 9th 1925 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

AMERICAN ORIENTAL MAIL LINE.

operated for the
United States Shipping Board,
Emergency Fleet Corporation.

by
ADMIRAL ORIENTAL LINE.

4, Des Vaux Road.

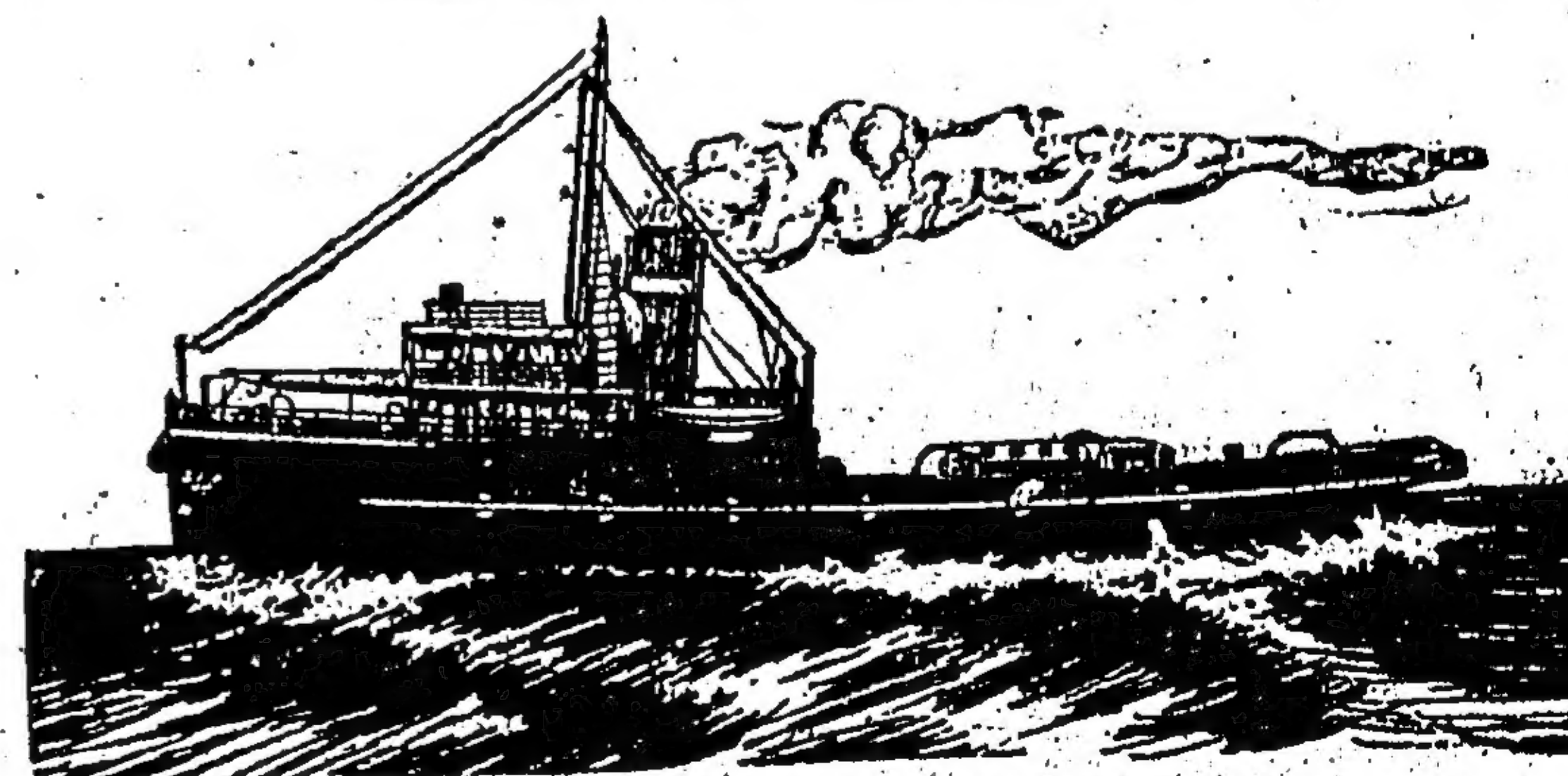
Hongkong, March, 3rd 1925.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used A1, A.B.C. Fifth Edition, Engineering, First and Second Edition,
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 105' B.P. Breadth 34' (m) depth 17' (m) I.H.P. 2000
Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address all inquiries to the Chief Manager.

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

Shipping Europe, Australia, and other Ports.
P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
*UNIMOLAR & ORIENTAL PORTS DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
JEYPORE	5,318	11 Mar. noon	S'pore, P'ang & B'bay
SOUDAN	5,696	19th Mar.	S'pore, P'ang, C'bo & B'bay
KABONG	5,005	21 Mar. noon	M'les, London & Antwerp
KIDDERPORE	5,334	21st Mar.	Singapore & Bombay
MIRZAPUR	5,715	26th Mar.	Singapore & Bombay
SIOLIA	6,813	1st Apr.	S'pore, P'ang, C'bo & B'bay
MANTUA	10,902	4th Apr.	Marseilles & London
KARMALA	9,098	18th Apr.	M'les, London & Antwerp
MACEDONIA	11,089	2nd May	Marseilles & London
SARDINIA	6,884	16th May	S'pore, P'ang, C'bo & B'bay
NAGOYA	6,854	26th May	Marseilles & London
SOUDAN	6,690	28th May	S'pore, P'ang & Calcutta
MOREA	10,911	30th May	Marseilles & London
SIOLIA	6,813	9th June	S'pore, P'ang, C'bo & B'bay
KALYAN	9,118	13th June	M'les, London & Antwerp
SIOLIA	6,813	23rd June	S'pore, P'ang, C'bo & B'bay
MALWA	10,911	27th June	Marseilles & London
KASHMIR	9,005	1st July	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKLIWA	7,936	11 Mar. 1p.m.	S'pore, Penang & Calcutta
TAIREA	7,983	20th Mar.	S'pore, Penang & Calcutta
TAKADA	6,946	1st Apr.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	1st Apr.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	29th Apr.	Townsville, B'bane, S'ney
TANDA	6,956	3rd June	and Melbourne.

*Will Call at Kolambagan

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Hainan, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offered. Frequent connections from Australia with the following:—
The Union S.S. Co. Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SIOLIA	6,813	8th Mar. 8 a.m.	Shanghai & Kobe
ARAFURA	6,000	9th Mar.	Moji, Kobe & Yokohama
TAKADA	6,949	9th Mar.	Moji, Kobe & Yokohama
KARMALA	9,098	21st Mar.	Shanghai, Moji & Kobe
TALMA	10,000	28th Mar.	Kobe
MACEDONIA	10,089	3rd Apr.	Shanghai, Moji & Kobe
TILAWA	10,016	4th Apr.	Kobe
ST. ALBANS	4,500	4th Apr.	Moji & Kobe
TALAMBA	8,500	14th Apr.	Kobe
SARDINIA	6,884	17th Apr.	Shanghai, Moji & Kobe
NAGOYA	6,854	23rd Apr.	Shanghai, Moji & Kobe
TAKLIWA	7,936	25th Apr.	Kobe
MOREA	10,911	1st May	Shanghai, Moji & Kobe
TAIREA	7,983	3rd May	Kobe
TANDA	6,956	9th May	Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C.

GLEN AND SHIRE.
JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENGLIE	7th March.	PENBROKESHIRE	16th March.
GLEN RRY	31st March.	L'don, R'dam & H'burg via Oran.	
GLENHANE	13th April.	GLENIFFER	6th April.
GLEN PP	16th April.	L'don, R'dam & H'burg via Oran.	
GLENSIDA	5th May.	GLENGLIE	21st April.

Movements are subject to change without notice.
For freight or further particulars please apply to—
JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hk. for M'la, Port Banga, Thurs. Is. & A'lian Ports.
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TAIYUAN	26th Feb.	2nd Mar.
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This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
Telephone Central No. 36.

COMPANIA TRANSATLANTICA DE BARCELON(Spanish Royal Mail Lines)
SANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	4th April
ISA DE PANAY	23rd May
LEGAZPI	14th July

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ Y LOPEZ	10th Mar.
ISA DE PANAY	4th May
LEGAZPI	25th June

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.
For particulars of freight or passage apply—
BOTELHO BROS.
Alexandra Building, Hongkong.
P. O. BOX 1231.
S. P. FARRER, Ltd., 24 Central Avenue, P. O. CAN TON.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through passage rates to Europe via America G. 4405, G. 4420, G. 4440

KAGA MARU	...	Sunday, 15th Mar. at 11 a.m.
IYO MARU	...	Friday, 3rd Apr. at 11 a.m.
MARSHALLS, LONDON & ANTWERP	...	via Singapore & Ports.
KATCHI MARU	...	Wednesday, 11th Mar. at 11 a.m.
ATSUTA MARU	...	Wednesday, 25th Mar.
HAMBURG via LONDON & ROTTERDAM & Ports.	...	
DURBAN MARU	...	Tuesday 17th Mar.
MITO MARU	...	Thursday, 16th Apr.
LIVERPOOL via ADEN & MARSHALLS.	...	Tuesday, 10th Mar.
TOBA MARU	...	Tuesday, 10th Mar.
SYDNEY & MELBOURNE via Manila & Ports.	...	
TANGO MARU	...	Wednesday, 18th Mar. at 11 a.m.
AKI MARU	...	Wednesday, 22nd Apr.
NEW YORK and/or BOSTON via PANAMA.	...	Friday, 13th Mar.
MAYBASHI MARU	...	Friday, 13th Mar.
BUENOS AIRES via Singapore, Durban & Cape Town.	...	
BOMBAY via Singapore & Colombo.	...	
NAOANO MARU	...	Tuesday, 10th Mar.
ASUKA MARU	...	Saturday, 28th Mar.
CALCUTTA via Singapore, Penang & Hongkong.	...	Tuesday, 10th Mar.
YAMATO MARU	...	Wednesday, 18th Mar.
SADO MARU	...	Thursday, 12th Mar.
NAGASAKI, KOBE & YOKOHAMA.	...	
AKI MARU	...	Thursday, 12th Mar.
SHANGHAI, KOBE & YOKOHAMA.	...	
HAIONE MARU	...	Tuesday, 10th Mar.
TAMBA MARU	...	Tuesday, 17th Mar.
BUWA MARU	...	Tuesday, 24th Mar.
PENANG MARU	...	Thursday, 19th Mar.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.NIPPON YUSEN KAISHA.
S. KINOSHITA, Manager.**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE"	...	Sails about 6th Mar.
S.S. "BOWES CASTLE"	...	Sails about 6th Apr.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "GERANIA" (cargo only)	...	Sails about 12th Mar.
S.S. "MARINA" (cargo only)	...	Sails about 12th Mar.
S.S. "PERSIA"	...	Sails about 15th Mar.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 12th Apr.
S.S. "SILVIO PELLICO" (cargo only)	...	Sails about 18th Apr.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	...	Sails about 6th Mar.
S.S. "PERSIA"	...	Sails about 2nd Apr.
S.S. "DUCHESSA D'AOSTA"	...	Sails about 3rd May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMONA"	...	Sails about 16th Apr.
S.S. "UMZUMBI"	...	Sails about 31st May.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
Telephone Central 1030.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailing ...	A. H. Stewart	TUES, 10th inst. at 1 p.m.
Hailing ...	W. O. Passmore	FRI, 13th inst. at 4 p.m.
Hailing ...	Ellis Walker	TUES, 17th inst. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Hailing", "Hailing" & "Hailing" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

COAST SHIPPING.

THE BANK LINE LTD.NEW YORK, BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

*S.S. LORENZO	via Suez Canal	7th Mar.
*S.S. KASENGA	do.	19th Mar.

*Calls NEWPORT NEWS

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE.

S.S. COPENHAGEN	via Suez Canal	31st Mar.
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UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF PEKIN	For London, Rotterdam, & Hamburg.	25th March
S.S. TRAFFORD HALL	For Marseilles, London, Rotterdam & Hamburg.	14th April

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL AFRICAN LINE

Sails Hongkong

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through bills of lading issued to Boira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambano, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES. APPLY TO—
THE BANK LINE LTD.
Telephone C. 4791.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.	...	via Suez Canal	7th Mar.
S.S. LORENZO	...	via Suez Canal	18th Mar.
S.S. KASENGA	...	via Suez Canal	29th Mar.
S.S. TYDEUS	...	via Suez Canal	29th Mar.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON.**OREGON ORIENTAL LINE**

Operated for

UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY
offering the only DIRECT Trans-Pacific PORTLAND SERVICE

Steamer	For Portland via Philippine Ports	Sails
U. S. S. B. Dowey		March 5th.
U. S. S. B. West Jessup		March 15th.

All sailings subject to change without notice.

Cargo accepted for Manila, Iloilo and Cebu.

Through Bills of Lading issued to all rail overland Points in the U.S.A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore., via Panama Intercoastal steamers.

ADDRESS

Room 26 Bank of Canton Building.
6 Des Voeux Road Central. Telephone Central 4871.

NOTICE TO CONSIGNEES.

SERVICES
CONTRACTUELS DES MES-
SAGERIES MARITIMES.

The Steamship

"COMPIEGNE"

Consignees of cargo from Marseilles, &c. also cargo from Marseilles ex s/s "Fontainebleau" and cargo from Bordeaux and Lisbon ex s/s "Ville de Verdun".
In connection with above steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 p.m. to-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday 9th inst. at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before Thursday, the 12th inst. or they will not be recognized.
All damaged packages will be examined on Monday, the 9th inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.
J. R. RODENFUSER, Agent.
Hongkong, 3rd March 1925.

NOTICE TO CONSIGNEES

The Steamship,
"WRAY CASTLE"From NEW YORK AND
NEWPORT NEWS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary, be given before 6th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 22nd inst. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by
DODWELL & CO., LTD., Agents.
Hongkong 6th. Mar., 1925.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.STEAM FOR SINGAPORE,
PENANG AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

The Steamship,

"JEYPORE"

carrying His Majesty's Mails, will be despatched from this port at NOON on WEDNESDAY 11th. March, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—
MACKINNON, MACKENZIE & Co., Agents.
Hongkong, March, 4th 1925.

Y. K. K.
Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON	...	on or about 11th Nov.
S.S. "TAIKWA MARU"	...	on or about 11th Nov.
FOR HAIPHONG via Hainan & Pakhoi	...	on or about 14th Nov.
S.S. "TAIKWA MARU"	...	on or about 14th Nov.
FOR KEELUNG via Swatow & Amoy	...	on or about 17th Nov.
S.S. "CHUKWA MARU"	...	on or about 17th Nov.

For further particulars, please apply to—

Branch Office.

MATSUOKA, AGENT.

No. 37, Bonham Strand, West.

Top Floor, King's Building.

Tel. Central No. 155.

Tel. Central No. 140 & 4457.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE, MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each floor.
Tel. K.608 and K.609, Cable address: "KOWLOTEL, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore". ARTHUR E. ODELL,
Telephone 2740. Managing Director.

QUEEN'S THEATRE

To-day at 5.15 and 9.15 p.m.

Sunday at 6.00 and 9.15 p.m.

Mady Christians

— in —

"My Love is Sadly Shining"

A Romance of the French
Revolution in eight parts.

Town Topics (Tientsin Police, etc.)

by B. A. T. Co.

Prices of Admission:

At 5.15 p.m. 80 cts., 50 cts. & 30 cts.

At 9.15 p.m. \$1.20, 80 cts. & 40 cts.

Soldiers and Sailors.

Half Price to 1st. and 2nd. Classes.

THEATRE ROYAL

Under the Distinguished Patronage of
H. E. The Governor, Sir R. B. Stubbs, K.C.M.G., H. E. The
General Officer Commanding the Troops, Major General C. C.
Luard, C.B., C.M.G., Commodore A. J. B. Stirling C.B.

HONGKONG A.D.C.
CHARITY PERFORMANCE

"FRENCH LEAVE"

in aid of
THE LADIES' BENEVOLENT FUND
WEDNESDAY, 11th March, 9.30 p.m.

Tickets can be exchanged for vouchers for seats in the circle or
stalls and can be obtained at Anderson's on Friday, Saturday
and Monday the 6th, 7th and 8th inst. General booking opens
Tuesday, 10th inst.

USUAL PRICES \$3, \$2 and \$1.

make the
resolution
to smoke
"Three Castles"
and ensure yourself perfect
smoking satisfaction



All
Three Castles
CIGARETTES
are made in England.

W.D. & H.O. WILLS
Bristol & London

A-101 A-102

This advertisement is issued by the British American Tobacco Co. (China) Ltd.



Holyoak, Massey & Co., Ltd.

Distributors.

Queen's Bldg. Tel. C.673.

TO AVOID PAIN
AFTER EATING.

Thousands who have tried it,
including many people in this
Colony say that the surest way
to avoid pain and discomfort after
eating is to take two or three
tablets of Bisurated Magnesia
after each meal. This prevents
food fermentation and the resultant
formation of gas and acid, and
enables even the worst dyspeptics
to eat almost anything without
the slightest danger of distress to
follow. If pain has already started,
or in cases of acute digestive
weakness, Bisurated Magnesia
acts almost like magic, usually
bringing complete relief in five or
six minutes. If you want to
enjoy your meals get a package
of wonderful Bisurated Magnesia
tablets and take as directed; all
chemists sell this honest cure
and the chances are 100 to 1, if
you take as directed, that you'll
soon be telling your friends that
Bisurated Magnesia is the finest
thing in the world for indigestion.
Try it and see for yourself, but
be sure to see the oval Bismag
sign or the package when buying.



THE NEW FRENCH REMEDY.
THERAPION NO. 1
THERAPION NO. 2
THERAPION NO. 3

POST OFFICE NOTICES.

The transmission of Radio Telegrams to Swatow is suspended.

INWARD MAILS.

From	Per	Date.
Australia & Manila	Aratara	7th March
Shanghai	Lima	7th
Shanghai	Szechuen	7th
Manila	Sicilia	7th
Straits	Pres. Jefferson	9th
Shanghai & Europe via Siberia (London 13th February)	Hakone M.	9th
Japan	Kwangle	9th
Australia & Manila	Katori M.	10th
U.S.A., Canada, Japan & Shanghai	Ald M.	11th
Manila	Emp. of Canada	11th
U.S.A., Canada, Japan & Shanghai	Pres. Taft	12th
U.S.A., Honolulu, Japan & Shanghai	Pres. Grant	13th
U.S.A., Honolulu, Japan & Shanghai	Pres. Garfield	16th
Japan	Pres. Wilson	17th
	Tango M.	17th

OUTWARD MAILS.

For	Per	Date.
Haiti	Wray Castle	Sun., 8 inst., 9 a.m.
Swatow & Bangkok	Kwanring	Sun., 8 inst., 9 a.m.
Swatow, Amoy & Fuzhou	Kaio M.	Sun., 8 inst., 9 a.m.
Shanghai	Glenogle	Sun., 8 inst., 8.30 a.m.
Hulow & Haiphong	Mingang	Mon., 9 inst., 8.30 a.m.
Swatow	Hydrangea	Mon., 9 inst., 3.30 p.m.
Amoy	Brechen	Mon., 9 inst., 3.30 p.m.
Swatow & Bangkok	Huangang	Tues., 10 inst., 8.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe, via Marseilles	Petrochus	Tues., 10 inst., 9.45 a.m.
Shanghai & Japan	Hakone M.	Tues., 10 inst., 10.30 a.m.
Swatow, Amoy & Fuzhou	Hsiehling	Tues., 10 inst., noon.
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria B.C.	Pres. Jefferson	Tues., 10 inst., 2.45 p.m.
		Letters 3.30 p.m.
		Parcela noon.
		(Due Victoria B.C. 28th March & Europe via Siberia.)
		(Correspondence specially superscribed "via Siberia" only.)
Swatow	Waishing	Tues., 10 inst., 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Katori M.	Wed., 11 inst., 8.45 a.m.
		Letters 9.30 a.m.
		(Due Marseilles 11th April.)

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ENTERTAINMENTS

TO-DAY at 5.15 and 9.15 p.m.

LAST SHOWING
of

JOHN BARRYMORE

in

Beau Brummel

TO-DAY at 2.30 and 9.15

TO-MORROW at 6, 7.30 & 9.15

Love and Glory

THE CORONET

TO-DAY ONLY

at 5.30 and 9.15

HAROLD
LLOYD

in

SAFETY
LAST

TO-MORROW at 6 & 9.15

HOOT GIBSON

in

THE SAWDUST
TRAIL

TUESDAY & WEDNESDAY

THE COVERED
WAGON

THE STAR

WORLD THEATRE

LAST CHANCE TO SEE
CHARLES DICKENS'
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"OUR MUTUAL FRIEND"

All the tender Pathos and Exquisite feeling of Charles
Dickens' immortal story has been brought to the screen in
this picturization of your favourite author's famous novel.

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ter-drawing, funny characters, suspense, hatred for the
villains of the piece. For father, mother, sister, brother
it'll give an evening of rare entertainment.

Final Shows, To-day, 5.15 & 9.15 p.m.

STARTING TO-MORROW, 6 & 9.15 p.m.

The Well-known Comedienne
CONSTANCE TALMADGE

in

"THE BEAUTY SHOP"

TO-DAY (THU MONDAY), 2.30 & 7.15 p.m.

The Latest and Best Chinese Production

"HOW ROAD DIVERGED"

Also

CHARLES CHAPLIN in "EASY STREET"

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You should be present in the Theatre Royal
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THE GONDOLIERS

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March 20, 21, 23, 25, 26, 27 & 28